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OFFICIAL DISPATCHES

— AND —

LETTERS

— OF —

Samuel Francis

REAR ADMIRAL ^A DU PONT, 1803-18

U. S. NAVY.

1846-48. 1861-63.

WILMINGTON, DEL.
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SAMUEL FRANCIS DU PONT, Rear Admiral United States Navy, was born at Bergen Point, New Jersey, September 27th, 1803, of French parentage and descent.

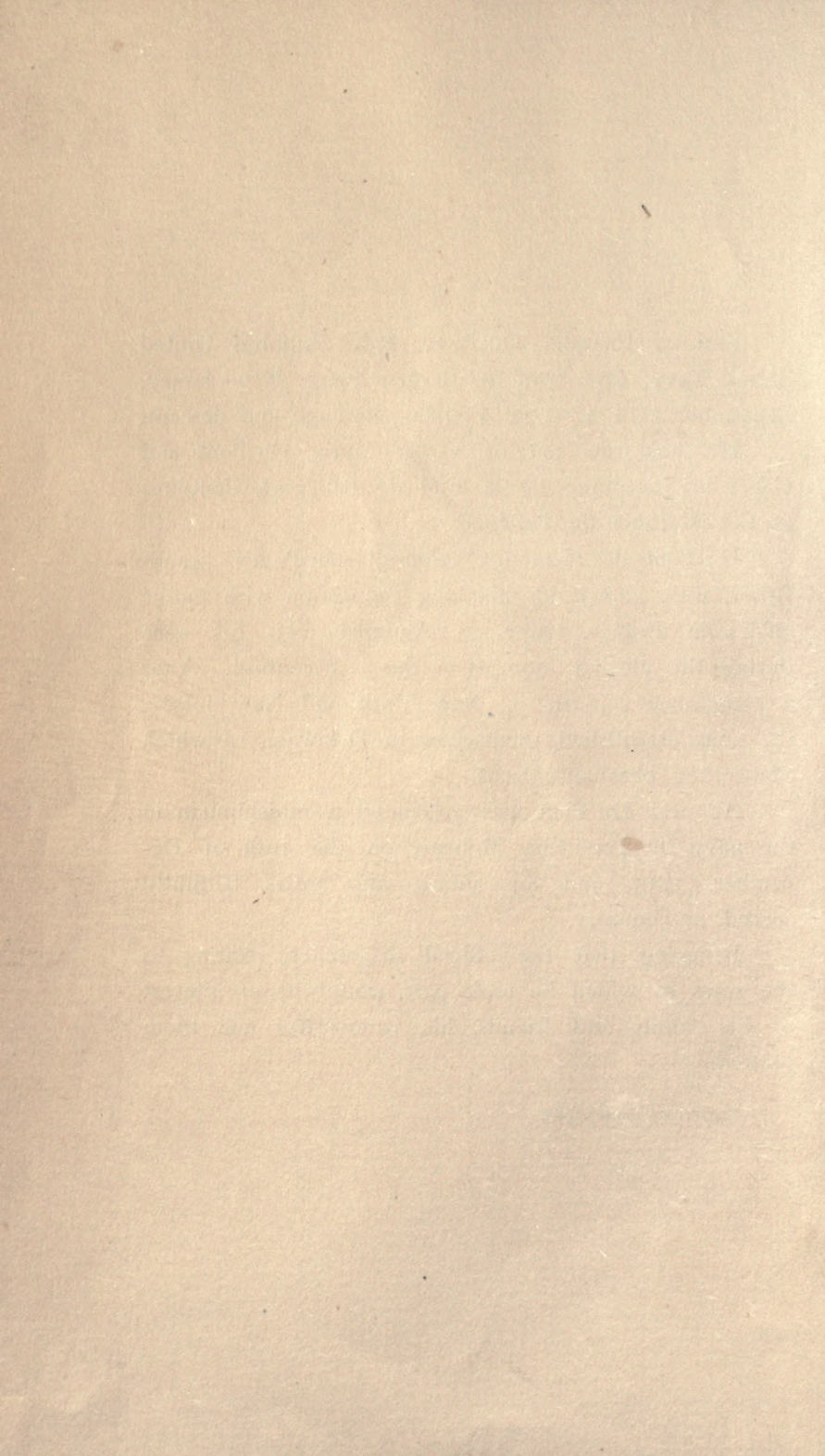
He was the son of Victor-Marie Du Pont and Gabrielle-Josephine de la Fite de Pelleport, daughter of the Marquis de Pelleport.

Du Pont de Nemours, Admiral Du Pont's grandfather, well known for his long connection with public affairs in France, came to America with his sons during the closing months of the last century. After a temporary sojourn in New York and New Jersey, the sons established themselves in Delaware, of which State they became citizens.

Admiral Du Pont was appointed a midshipman in the navy by President Monroe, on the 19th of December, 1815, and for almost fifty years faithfully served his country.

Believing that the official dispatches, relating to the wars in which he took part, would be of interest to his family and friends, his widow has had them printed.

LOUVIERS, June, 1883.



OFFICIAL DISPATCHES
— OF —
ADMIRAL S. F. DU PONT.

MEXICAN WAR.

United States Ship Cyane,
Port of San Diego, Wednesday, July 29th, 1846.

Commodore R. F. STOCKTON, Commander-in-Chief, etc.,
United States Frigate Congress,
San Pedro :

SIR:—I have to report that, after a rapid passage, I anchored here at meridian to-day, and at 4 o'clock p. m. the American flag was hoisted by Lieutenant Rowan, and the place immediately garrisoned by the marine guard. So soon as time had been allowed for this, Brevet-Major Fremont landed with a portion of his troops ; the boats having pulled some distance up the river, it was not possible nor necessary to make a second trip, but all will follow at daylight. Owing to the scarcity of water, the camp will have to be located near the Presidio. Immediately after our arrival two or three mounted men appeared at the port, and on the heights, reconnoitring, and soon after a band of horses, some owned by Americans, were driven off, from near the hide-houses, with great speed. This operation, witnessed from the ship, was performed by Andreas Pico, a brother to Pio Pico. * * *

I have directed Lieutenant Rowan to secure him, as the possession of his person, besides commanding any number of horses, will be of service otherwise; it is thought he will give himself up on parole. Upon an emphatic demand being made of the Prefect, the horses driven off were brought back in the evening.

I have further to inform you that I arrived just in time to prevent the sailing of the *Juanita*, hermaphrodite brig, that was unmooring when we came in. She came in here with a Mexican flag, having been to Mazatlan with a Mexican pass; so reports her supercargo. Immediately on hoisting our colors she showed the Hawaiian flag; her crew were shipped to-day; the second Alcaldé of San Diego was on board of her, and Andreas Pico had been down just before we anchored. She gave out that she was bound to San Pedro; but if the report that Castro is nine miles from here be true, my impression is that he was to have embarked in her this afternoon; if not, to go on board of her at some near point on the coast. She has recently changed owners; her captain is at the Pueblo, according to the supercargo, detained there on business, but, by the mate's account, by sickness. Altogether being very suspicious, I took upon myself to detain her for the present, and thus cut off Castro's retreat by sea.

The little chart of the coast I had was of service, though not correct by any means. I intend to have a line of soundings run. I found this ship very deficient in her supply of charts, Arrowsmith's being very incorrect; fortunately I had the coarse lithographed one of this part of the coast, procured at the Sandwich Islands, which is more accurate. This was fortunate, for I had no observations from the day I

left until yesterday. We saw a small island north-west by west from San Miguel, and passed within a mile of it; not laid down on any chart here, and I believe on no other.

This, sir, is the amount of information which the first day's arrival has enabled me to report. I shall avail myself of every opportunity to inform you of events in this quarter.

I have the honor to be, sir, with great respect,
your obedient servant,

S. F. DU PONT,
Commander, United States Navy.

11 p. m. — Lieutenant Rowan has returned on board; he reports the authorities as with us in feeling, but, fearing to compromise themselves in case of the flag coming down, declined active co-operation. Great joy prevailed among women and children at the appearance of our people, they having been kept in constant terror by Castro. The Alcaldés are to decide if they would continue their functions; the Custom House officer has agreed to serve.

P. S.—Thursday, 30th.—The remainder of Brevet-Major Fremont's party landed early this morning. The report of Castro being in this vicinity is contradicted; he is said to be at Pueblo. Andreas Pico left last evening, not having been seen except whilst the flag of truce was flying.

S. F. D. P.

United States Ship Cyane,
Port of San Diego, July 31, 1846.

Commodore R. F. STOCKTON, Commander-in-Chief, etc.,
United States Frigate Congress:

SIR:—My communication, No. 1, will have informed you of my proceedings up to yesterday morning; of the American flag having been hoisted by Lieutenant Rowan, and the town of San Diego garrisoned by the Marine Guard under Lieutenant Maddox; of the landing, immediately afterwards of the battalion under Major Fremont, and the promise of the authorities to inform me if they would continue to hold office under the new order of things.

I proceeded yesterday to the town, and was waited upon by the civil authorities, who, while expressing every friendly feeling towards the present movement, and promising all their influence as citizens to preserve the peace of the place, informed me that they had concluded to resign their offices, having received them from other powers, etc. I represented to them the advantages of a different course, but without effect. They proposed a meeting of the citizens to appoint their successors, subject to my approval; this of course I encouraged, and the meeting was held, but of the persons elected, Captain Fitch, one of them, declined serving. The late civil authority is therefore at an end in San Diego; but the very small population, their quiet and orderly character, and their friendly feelings towards us, keep me from apprehending much trouble in consequence. There was an exception to the general resignation of those holding office. Don Pedro Carillo, a very prepossessing person, speaking English fluently, and the son-in-law of Señor Bardini, a member of the Mexican Congress, who has offered us the hospitalities of his house, has agreed to continue as

Administrator of the Customs. I propose to make him in addition, the Chief Alcaldé, but have not yet ascertained whether he will fill this place. The only preventative to almost universal approval and co-operation on the part of the citizens is the doubt as to their future security of person and property, as well as present protection. The people of San Diego have resisted all the appeals of Castro's agents to join him, and are naturally in terror lest before the war be brought to a close, they should be left unprotected. I should be pleased to receive your instructions as to what course shall be pursued, in case trading vessels arrive, how to be entered, and what tariff of duties collected, etc. I presume no duties, except harbor and tonnage, can be charged those having articles of American manufacture only.

Going to town on Friday afternoon, I learned from Major Fremont that he had been advised of the possibility of a night attack by Castro and his forces, under the impression that the town was defended only by our Marine Guard, his troops having reached it only after night-fall on Wednesday, previous to which Andreas Pico had left for the Pueblo. A messenger was immediately dispatched to the ship, and in incredibly short time a reinforcement of about one hundred seamen, under Lieutenant Rowan, came into the town, well armed, and marching like regular troops. A detachment was also left with the launch and gun, to defend the hide-houses near the beach. But the enemy did not appear, nor was it possible, upon a reconsideration of the distance, for him to have done so. The men have remained up at the town, and will continue there until the probability of such an occurrence has ceased, being present myself at night with them. * * *

From the day of my arrival, with the assistance of Major Fremont, I have made every effort to get a courier to carry these communications to you, but it is conceived next to impossible for a messenger to reach San Pedro; if escaping with his life, his dispatch would be taken. As the same difficulty will occur, probably, with your own efforts to send one this way, I purpose forwarding this by one of the ship's boats, which I believe can be done at little hazard. * * * *

The gathering in of horses has been slow, yet it progresses; some sixty have been procured; we cannot learn that any have been driven off.

Lieutenant Harrison has been employed surveying the harbor; at some future day I hope to lay before you the advantages offered by this port and the surrounding country. * * * * Castro has 400 men at the Pueblo, not well armed, six pieces of artillery, three of them flying. It is believed here that he will readily receive offers to capitulate.

I think it not irrelevant to mention that I have found the officers and crew of this ship equal to any emergency. The zeal and dispatch with which they came up from the ship, in the instance above alluded to, is an evidence of it. My messenger left San Diego at five o'clock; the distance is, as I have before stated, five miles; by eight o'clock the party arrived, that portion of it on foot at the same time with that for which horses could be supplied; their arms in good order, and the duties of the night guards and patrols immediately assumed with the greatest regularity.

I have the honor to be, sir, very respectfully
your obedient servant,

S. F. DU PONT,

Commander.

August 3.—I have just returned from San Diego. The practicability of communicating by land is declared impossible. I have concluded, therefore, to despatch the launch, which I trust will meet with your approval; she is well equipped and well commanded, and I entertain no apprehensions in regard to her. I have not, of course, overlooked the probability of your using the same mode to send me your instructions, yet I have considered a knowledge of the exact state of things here desirable, previous to sending them.

Some scraps of intelligence reached us yesterday, such as that the news of the arrival of this ship had caused the followers of Castro to leave him in numbers; also, that a force of 100 foreigners were east of the Pueblo—supposed a party from Oregon. No intelligence of the arrival of the Congress at San Pedro.

Major Fremont returned last night from a scouting expedition, having brought in a few horses; he tells me there are no others within a circuit of thirty miles; they now have 83, and require at least 200; the party consisting of 105 men, with field-piece, baggage, etc., to transport.

We are saving our provisions all we can, but the bread is running low, Major Fremont's men having consumed a good deal during the short time they were on board. We have five weeks on hand now, with flour, if we can manage to bake it, to give us two weeks more.

I have the honor to be, etc.,

S. F. DU PONT.

United States Ship Cyane, September 17th, 1846,
Port of Pichilingué, Gulf of California.

To His Excellency

Governor and Commander-in-Chief of Lower California :

SIR : — I have the honor to acknowledge the receipt of your Excellency's communication of the 14th inst. In general terms I will state at once that in establishing a blockade, in accordance with the enclosed declaration from the Commander-in-Chief of the United States forces in the Pacific Ocean, all possible moderation and discrimination consistent with my duty will be exercised towards those who may have had no part in bringing about the present state of war, whose sufferings would in no way contribute to the injury of Mexico.

The persons and property of the people of Lower California will be respected; the supplies which this ship or any others of the United States may require, will be scrupulously paid for at fair prices. But all munitions of war, and vessels sailing under Mexican colors, or the property of Mexicans, must form an exception. All such, therefore, as are now in the harbor of La Paz, must be considered as prizes to the United States. Those which may be wanted for immediate purposes will be taken, but, in keeping with the spirit of moderation expressed above, the others will not be removed until the pleasure of Commodore R. F. Stockton, the Commander-in-Chief, be known. They will, however, be under surveillance, and everything be kept, for the present, as it now stands.

I will thank your Excellency if you will please to direct the Captain of the port to furnish me with a list of such vessels as are here alluded to now in the port of La Paz, with their papers, names of the owners, etc., and I will receive also, with pleasure, any

information which in your opinion might tend to mitigate in any particular cases the application of the law respecting the property of belligerents, or vessels sailing under a belligerent flag. This information I will forward to the Commander-in-Chief, whose just and liberal views I am sure your Excellency will be satisfied with.

In your letter, and in our verbal communications, your Excellency has dwelt with emphasis upon the hardship of imposing the rigors of war upon a province wholly abandoned, for the last two years, by Mexico. But your Excellency may also see, in this circumstance, a reason for the great moderation which has characterized the prosecution of this war—a war brought on by an infatuation on the part of the Republic of Mexico difficult to conceive. For the whole of her western coast, the towns of Acapulco, San Blas, Mazatlan, and both shores of the Gulf, are entirely at the mercy of the United States naval force in this sea.

I have the honor to be, with great respect, your Excellency's obedient servant,

S. F. DU PONT,

Commander United States Ship Cyane.

United States Ship Cyane, Sept. 23d, 1846,
Harbor of Pichilingué, Gulf of California.

Commodore R. F. STOCKTON, Commander-in-Chief, etc.,
San Francisco:

SIR:—By the prize steamer Julia, Lieutenant Selden, I have the honor to report my proceedings up to this date.

As you are aware, I sailed from San Pedro on the afternoon of the 23d, made Cape San Lucas on .

the 31st, and on the 1st of September was on my cruising-ground. On the 2d I anchored at San Blas, despatched a boat on shore, established the blockade, and took a Mexican sloop, the *Solita*, just entering the harbor from Mazatlan, loaded with a valuable cargo for the interior, some of it directed to Vera Cruz and San Luis Potosi. On the following day I intercepted the brigantine *Susanna*, also from Mazatlan, with a similar cargo for the interior. An officer and prize crew were placed in each vessel, keeping them with me, sometimes at anchor and sometimes under way, the *Susanna* being in a very leaky condition, the water being up to her cabin deck the day she was taken.

Having learned that San Blas was susceptible of easy defence, both by land and sea, and that some cannon, mounted and unmounted, were in the place, I directed Lieutenant Rowan to land and spike them. This was done. There were thirty-four, from twelves to thirty-two pounders.

The two vessels that I took off San Blas were Mexican, but the invoices of their cargoes show that many of the shipments are from and to foreigners. You are, therefore, likely to be troubled with the complex question of neutral rights. No claims have yet reached me; if they had, no means were in my power, in such a place as San Blas, or anywhere on the coast, to attempt an adjudication, and I decided to send the cargoes, so soon as I could, to be disposed of by yourself. I felt less hesitation in adopting this course, for these skippers and merchants had the President's declaration of war staring them in the face, and believing that our vessels of war would not venture on the coast at this tempestuous season, were induced, thereby, to send necessities and luxuries of life into

the interior of an enemy's country; some of these being directed to a place blockaded by our forces in the Gulf of Mexico.

Finding, on examination, the *Susanna* to be wholly unseaworthy, I took her cargo on board this ship and scuttled her; this encumbered me a great deal, and feeling somewhat anxious for the prize crew of the *Solita*, in case of heavy weather setting in, after having been off and on the port for eight days, I took the *Solita* in tow and stretched along the coast, intending to look into Mazatlan and communicate with the *Warren*; or, in case she had not arrived, to cut out the *Mulek Adhel*, of which vessel we received information at San Blas. But we found ourselves anticipated in this by the *Warren*. I had, however, the satisfaction to receive your dispatch of the 24th of August, when I bore away for this place.

Here, or rather in La Paz, six miles above us, I found the *Julia* and seven other Mexican vessels, which I captured, putting a prize crew on board the former to guard the rest. They are generally small and worthless. Their capture, however, and the establishment of the blockade in this peninsula, seems to have been a great blow to it, as the Governor's appeal to you and his correspondence with me will show, all of which I have the honor to forward with this report. These vessels are generally employed in the coasting trade of the peninsula, and supply La Paz, San José, and San Lucas with the necessities of life. The people are friendly. The Governor, who is Commander-in-Chief of all Lower California, has behaved with great civility and good faith. We have procured not only water, but fresh provisions, including bread; so that our necessary delay here to fill the former, and dis-

pose of the prize goods, has made no inroad into our other provisions.

Lower California has wholly been neglected by Mexico for the last two years. Her people have struggled against this neglect and misrule, and are very poor. Why they permit the flag of so worthless a government to fly over their country cannot be easily conceived. Certain it is I believe they are ready and anxious to hoist ours, provided some protection is guaranteed. Be this as it may, I take the liberty of recommending them in their present straits to all the consideration and mercy which your sense of duty may authorize.

The apathy in relation to the war, however, in the whole Mexican territory, was inconceivable, and the appearance and activity of the ships at such a season, I am induced to think, has produced a great effect in bringing home to the people of the western coast of Mexico the helpless condition in which they have been left by their government, should our naval force have been directed against them.

The desire that your decision in relation to the vessels detained at La Paz should be known as soon as possible, the governor having become responsible for their safe-keeping, and the opportunity of relieving my ships of the cargo, have determined me to despatch the *Julia*, with all the prize goods. So soon as I can get her fitted, I will scour the Gulf for the gunboats, about which the accounts are very contradictory, run down to Mazatlan and San Blas, communicate with my relief should she have arrived, and get the last advices from the interior, at which time my provisions will be pretty well expended.

We have found, so far, a favorable season, having

as yet escaped the gales; these seem to have prevailed in the region of Acapulco, where, I am told, three vessels have been lost. But the unmitigated intensity of the heat, day and night, since we first made Cape San Lucas, baffles all description. Yet I am happy to add, my officers and crew, though much exposed in boats, rafting water, etc., continue generally in excellent health.

You will perceive, sir, I have had to meet some unforeseen emergencies, in relation to which I was necessarily without definite instructions. My best judgment has been exercised, and I trust the general results will be satisfactory to you.

I have the honor to be, etc., etc.,

S. F. DU PONT.

United States Ship Cyane,
Off the Port of Mazatlan, October 12th, 1846.

Commodore R. F. STOCKTON, Commander-in-Chief of
the United States Naval Force in the Pacific, etc.

SIR:— Since my report of the 23d of September, I have the honor to inform you that I have cruised along the eastern coast of the Gulf of California, visited the port of Loreto and the Bay of Mulege, established the blockade, and taken three Mexican vessels.

Having ascertained that one of the Mexican gunboats had left Mulege a few days previously for Guaymas, I proceeded thither, anchoring in the inner harbor, on the evening of the 5th instant. Our arrival had been anticipated, and the town placed in a state of siege. A battalion of troops of the line with field

artillery had come from Hermosilla, which, with the National Guard, made a body of five hundred men under arms. The two gunboats, however, had been entirely dismantled; one of them already laid aground close to the town, where the other was likewise placed.

On the morning of the 7th, I sent an officer to the Mexican commander with a letter, enclosing the declaration of blockade, stating the course I had previously pursued towards the persons and property of the inhabitants of the coast, but making the usual exception to Mexican vessels; proposing, in relation to all merchantmen, the same arrangement which had been agreed to by the Governor of Lower California, but requesting the delivery of the gunboats. This proposal was declined; whereupon I informed the commander I would take them by force, and unless he left the town, with all his troops, by ten a. m. the following day, I should be compelled to fire upon it.

On the following morning the Mexican commander informed me that he would not evacuate the town. The Mexican officer who bore this reply was accompanied by a deputation of neutral merchants, bringing a letter from the Vice-Consul of Spain, deprecating hostilities, and asking a delay of three days to remove their goods.

Having ascertained that all the women and children had left, and entertaining some doubts of the sincerity of these gentlemen, doubts which were not dispelled by the arrival on the following day of considerable reinforcements, I told them I could only add one hour to the one named, as they had lost that time in coming off to the ship.

Soon after this deputation landed, and before ten o'clock, the enemy set fire to the gunboats; a couple

of shells dispersed the people who were around them, but they were immediately consumed. The only Mexican vessel remaining, the brig Condor, was, however, spared, either from the conviction that in her secure position no attempt to cut her out would be hazarded, or if such attempt were made, it must inevitably result in the total destruction of our boats and men.

The brig was anchored in a cove close to the town, the houses within pistol shot, two streets opening upon her, and one of these leading from the barracks, which seemed situated behind a mound which rose in front of the town. A point of land, forming the cove, projected out some distance into the harbor, so that the brig would have to be warped or towed several hundred yards parallel to the houses, before she could bear away from them.

The ship was hauled in as close as I could get her; for I was satisfied, if the enemy used half the men and means he had at command, the boats could only succeed under the cover of a very rapid and well-directed fire from the ships, which should keep the garrison, with their artillery, within their places of shelter, or, at least, disturb their aim very much if they ventured forth.

The expedition, consisting of the launch and one of the cutters, under the command of Lieutenant G. W. Harrison, with acting Lieutenant Higgins, midshipmen Lewis and Crabb, acting boatswain Collins, and forty-five seamen, having dropped their kedge as they passed in, succeeded in boarding and cutting the chain of the brig without obstruction, the ship having kept up a very heavy cannonading on that part of the town which commanded the brig and cove, and where the troops were stationed.

Finding the enemy made no resistance, and having no desire to bombard the town, save to insure the safety of the boats, I ordered the firing from the ship to cease. On the instant, the enemy rushed forth with three hearty cheers, and opened a very spirited fire on the brig and boats, with his artillery and musketry. A few broadsides from the ship, with a sharp return from the brig and launch's gun, soon drove them back. As the brig was advancing, and the boats were drawing in a line with the ship's fire, it was stopped a second time, but the enemy again rallied. A company of Indians had succeeded in making a circuit, and in opening a cross-fire, which, with the artillery from the streets, and musketry from the houses, seemed heavier than the first one.

At some hazard to our boats, the ship had instantly to resume her fire, and such was the rapidity and certainty with which the shells were lodged, together with the consternation produced by their bursting, that all further resistance was effectually arrested. The brig, in the meantime, had been fired, but the boats had gallantly held to her, and getting her round the point, she was towed into a cove abreast of the ship, and was entirely consumed.

I had to deny my first lieutenant, Mr. Rowan, the usual privilege of commanding the boats; requiring, with a very reduced number, his services on board; his individual skill, moreover, in throwing shells was of the utmost importance. Lieutenant Harrison's report I herewith enclose; he speaks of all engaged with him, but not of himself, an omission which I supply with great pleasure, by stating that he evinced intelligence and gallantry, and executed his orders in the handsomest manner.

I should have mentioned, perhaps, more explicitly, that so soon as our boats were out of the reach of the enemy's shot, I instantly stopped firing upon the town. I wrote to the Vice-Consul of Spain, stating the purposes of my visit having been accomplished, and the Mexican commander shown, by the cutting out of a Mexican vessel within pistol-shot of his barracks and artillery, that my previous forbearance had arisen from motives of humanity, and a desire to save, so far as my duty would permit, the property of neutrals, the inhabitants could return, if they thought fit, without fear of molestation from this ship.

Enclosed are copies of my correspondence with the Mexican commander and Vice-Consul of Spain at Guaymas.

I sailed from Guaymas on the 9th, and arrived at this place on the 11th inst.

I have the honor to be, with great respect, your obedient servant,

S. F. DU PONT,
Commander, United States Navy.

United States Ship Cyane, October 5th, 1846,
Harbor of Guaymas.

To the Commanding Officer of the Mexican Forces
in Guaymas.

SIR:—Your letter of this date has been received, in which you decline giving up the gunboats, and the other Mexican vessel in port. I have to inform you that I shall take them by force; and you are hereby directed to evacuate the town with all your troops by ten o'clock to-morrow morning, or I shall be com-

pelled, unwillingly, to fire upon it, and the consequences involved will rest with you. You will please inform me of your decision.

I have the honor to be, with great respect, your obedient servant,

S. F. DU PONT,
Commander United States Ship Cyane.

United States Ship Cyane, October 7th, 1846.
Harbor of Guaymas.

El Señor ECHEVERIA,
Vice Consul of Her Majesty the Queen of Spain.

SIR:—Your communication of this date was handed me this morning by the committee of neutral merchants of the town of Guaymas. I regretted extremely that I could not at the time grant your request of not firing upon the town, the property of which is said to belong almost exclusively to foreigners; but the purposes of my visit having been accomplished, and the commanding officer of the Mexican forces shown, by the cutting out of a Mexican vessel within pistol-shot of his barracks and artillery, that my previous forbearance arose entirely from motives of humanity, and a desire to save, so far as my duty would permit, the property of neutrals, I have now to say that I will fire no longer upon the town, and the inhabitants, if they please, can return to their homes and ordinary occupations, without fear of damage from this ship, unless hostilities be provoked by the Mexican forces; in which case they will be resumed.

I have the honor to be, sir, very respectfully your obedient servant,

S. F. DU PONT,
Commander, United States Navy.

United States Ship Cyane,
Yerba Buena, March 4th, 1847.

Commodore W. BRANFORD SHUBRICK, Commander-in-Chief
of the United States Naval Force in the Pacific.

SIR:—Enclosed is an appeal to me from the Alcaldé of Sonora for protection. Lieutenant Harrison, whom I had sent to Sonora for the public arms, agreeably to an order from Captain Hull, informs me that considerable alarm existed among the people, not for their horses and cattle alone, but for themselves. I have, in consequence, determined to dispatch at once fifteen marines, and sailors sufficient to manage a field-piece, which I will also send them. I shall send word to the Alcaldé that the people must organize themselves against Indian depredations, as heretofore.

I regret extremely to be compelled to break in again upon the efficiency of my ship's company, the more so as a system of irregular expenses will have to be recommenced. But, in the absence of General Kearny, or any other land forces, I did not feel at liberty to defer sending the assistance required.

I have the honor to be, very respectfully, your obedient servant,

S. F. DU PONT,
Commander, United States Navy.

United States Ship Cyane,
Harbor of Monterey, Sept. 26th, 1847.

Commodore W. BRANFORD SHUBRICK, Commander-in-Chief of the
United States Naval Force in the Pacific.

SIR:—I have the honor to announce the arrival of this ship, and to report my proceedings since our separation.

The circumstances of my departure from off Mazatlan, on the 15th of June, falling in with the Portsmouth at San José, and consequent return to Mazatlan, with my ultimate sailing from that port, on the 27th of June, you have been made acquainted with. My passage to Hilo (Hawaii) was of nineteen days; the trade winds were not strong, and the weather lowering; on the 6th of July we encountered one of the highest running seas I ever witnessed, without sufficient wind to steady the ship, causing her to roll so violently as to endanger rigging and masts. I afterwards learned a hurricane had prevailed off Socorro. Not a sail was seen during this passage.

I anchored in the Bay of Hilo, on the 10th of July, and remained there two weeks; the crew were greatly benefited by fresh provisions, vegetables and fruit, and a tour or two on shore. The weather, however, was such as to prevent my overhauling the ship in her rigging, which she greatly required. I got under way on the 29th of July, but the egress from the bay is, at times, very difficult, owing to calms and a heavy in-shore swell, so that I did not get clear of the island until the night of the 31st, having to anchor twice outside of the reef. No whale-ship had yet arrived.

Passing along the north side of Maui, I anchored off Honolulu on the 2d of August, and on the 3d entered the harbor. On the 15th of August, Her Majesty's ship Juno (26), arrived. On the 16th the first whale-ship came in, followed by one almost daily during the remainder of my stay. They had been retarded somewhat later than usual by the great success of the season—most of the ships having filled up. Agreeably to your order, I enclose a list of those met with.

Through the consul at Honolulu, consular agent at Lahaina, and through personal intercourse with the masters themselves of the whale-ships, I informed these of the main object of my visit to the Islands, and of your orders to me, to see to their security and protection in every way in my power. This was highly appreciated, and the consul expressed throughout my visit extreme satisfaction at what he conceived, for many reasons, the most opportune visit of the *Cyane*, regretting only that she or another vessel of the squadron could not be spared during the whole refitting season of the whaling fleet. At such times the ports of the Islands are crowded with several hundred ships, their crews numbering many thousand men; these require but too often his interference and control, rendering his duties most difficult and arduous. The moral effect created by the simple presence of one of our ships of war would, in the opinion of the consul, relieve him of most of this, preserve order in the harbors, prevent incarceration in the forts and prisons on shore, and be greatly appreciated by the masters and owners of the enormous amount of property floating in these ships.

Besides the arrivals mentioned above, not to speak of those from Oregon and California, there were two from China, one from Valparaiso, and one from the Society Islands. No news or rumors of privateers was brought by any of these vessels, and I am induced to believe this ocean is, as yet, entirely free from them.

Official visits were interchanged with the Governor of Oahu, and the King's ministers, followed by the most friendly and agreeable intercourse during the whole of my stay. I believe the latter gentlemen are truly devoted to the best interests and welfare of the

Hawaiian nation. In their most delicate and difficult task, that of legislating and governing to the satisfaction of foreigners, they are, in my humble judgment, anxiously desirous to be just and rigidly impartial towards the subjects of all nations. Our consul, Mr. Turrill, a gentleman of calm sagacity, while vigilant in watching over the interests committed to his charge, had no complaint whatever to make of the authorities, and enjoys, deservedly, their highest confidence. This good understanding, I believe, was not a little instrumental in removing recently from off the whale-ships all port charges, pilotage, etc.; a saving of many thousand dollars to this important American interest.

I shipped, at Honolulu, several men who were on the consul's hands at Government expense; they are healthy and able-bodied.

The stores and provisions which you directed the storekeeper to procure, I have brought over with me, with the exception of the flour—this article not having come down to the price limited in your order. While in port the ship was overhauled, and made as efficient as the wear and tear of two full years of very active service would allow. Though mindful of your injunction to be as economical as possible in my expenditures, I find that our disbursements were considerable for the supplies of this ship, and the stores and provisions procured for the squadron. There was nothing in the Government storehouse; everything had to be purchased, and nothing is cheap at the Islands. There were, also, arrears long due the crew for stopped spirit, and other rations, which I felt incumbent upon me to pay, and they were also allowed some money to visit the shore; it was likewise the first opportunity offered

for a long time for the officers to refit themselves, and they drew all the money due them.

Though not specially directed in my instructions, I had proposed calling at Lahaina, in the Island of Maui, it being the great resort of our whalers, but the change in the port regulations brought most of them to Honolulu. News was brought, however, by the last arrival, that seven had anchored there, but the same day the Mount Vernon had come from San Francisco, bringing your declaration of blockade, and thinking the ship might be wanted for other service, sooner than was contemplated when I left the coast, I sailed instantly, and shaped my course directly for this port, which I reached this day, after a pleasant passage of twenty days.

I have the honor to be, sir, very respectfully,
your obedient servant,

S. F. DU PONT,
Commander, United States Navy.

United States Ship Cyane,
Off San José, Lower California, Feb. 16th, 1848.

Commodore W. BRANFORD SHUBRICK, Commander-in-Chief of the
United States Naval Force in the Pacific.

SIR:—I have the honor to inform you that in obedience to your order of the 31st inst., received at La Paz, per Southampton, I sailed with all despatch to the relief of Lieutenant Heywood, it being, moreover, evident from our last news from San Antonio, that he had the whole enemy's force upon him at San José, rendering it certain that the provisions I had sent him, a few days before, could not have been landed.

Fortunate in getting out of the devious channel of La Paz, without the usual delays from grounding, I arrived here on Monday, the 14th inst., at sundown.

During our approach, the report of artillery occasionally reached us from the cuartel, over which, after a long and anxious gaze, we could make out that our flag was still waving.

This, however, was the only cheering sight; not a human being could our glasses detect on top or around the cuartel; a Mexican flag was conspicuously flying about the centre of the town, and immediately facing our own. No messenger was seen approaching the bay side; it was evident the post was closely besieged.

The boats were immediately hoisted out, and preparations made for landing all the force we could venture to take out of the ship at such anchorage as this. In meantime night set in, and the firing from the cuartel had ceased. Believing that nearly the whole force of the enemy would be distributed along the road from the beach to the town, about a mile and three-quarters in distance, offering every facility for a most destructive ambushade by night or day; and reflecting on the difficulty of controlling the impetuosity of seamen in the excitement of a night attack on shore, I determined to wait until daylight before landing, unless the cuartel should be attacked, in which case we would land at all hazards. This was the order for the night, to us a long and anxious one. It was one of still greater anxiety to Lieutenant Heywood, lest we should land and attempt the march before day.

He had seen a part of the preparations of the enemy, admitted by himself (the enemy) to be 300 strong, though rated at double that number by others, including a company of Yaca Indians (70) from Sonora,

and a company of infantry, Piñeda's veterans, except the latter all finely mounted, and armed with lances, carbines, and rifles. He also was very apprehensive, even if we should reach San José, about our passing through that portion of the town occupied by the enemy, the houses being looped, barricaded, etc., and, therefore, with great forethought and consideration, though pressed hard by the enemy as he had been for the eight previous days and nights, refrained from using his artillery, though he could have done so with advantage, that we might remain in ignorance of the contest going on, the report of musketry not reaching us. By daylight we were on the beach, and that with the ammunition dry, the surf being unusually low. Our force consisted of 89 seamen, 5 marines, and 8 officers; total, 102. The officers who landed with me were Lieutenants S. C. Rowan and George W. Harrison, Acting Master D. McN. Fairfax, Surgeon C. D. Maxwell, and Midshipmen E. Vanderhorst, E. Shepherd, and R. F. Lewis.

It fell to Lieutenant George L. Selden's lot to be shipkeeper; the loss of his services on shore I greatly regretted; and he being the only Lieutenant on board, I had also to refuse the request of Mr. Price, purser, to accompany us, knowing that he would be of great service to Mr. Selden, should any serious disaster befall us; acting Lieutenant MacRae, with nine men, I had left at La Paz to fit out a small craft to intercept the communication between Sonora and the peninsula. He had, as you are aware, some days before, at great personal hazard, succeeded in communicating with Lieutenant Heywood, and the information then obtained and reported to you by him, led to your timely orders to this ship.

We marched in two companies, double file, the small field-piece (3 pounder) dragged by hand, guarded by the small fraction left us of our marine guard. Soon after leaving the beach, the firing commenced on our right from bushes, etc., and horsemen began to appear in the few open spaces about us. Looking back to the ship, I found one of the pre-arranged signals already flying, that the enemy was in full force in our front. From this time a sharp fire was kept up on our flank and rear, from the different covers along the whole line of road. Our general procedure was, when the glimpse of an enemy was caught by any one in the file, he should step out a pace, fire, and fall in again. When the fire upon us seemed concentrated, and was specially annoying, the two companies would face alternately to the right or left, and pour in a volley. On approaching the mound on which stands the hamlet of San Vicente, we found it occupied by the enemy in considerable force, and who presented a somewhat formidable array; but moving steadily on, though still annoyed as before on our right, and rising the hill, a discharge from the field-piece, followed by a few well directed volleys, drove him before us, and into the bushes again. After passing through the hamlet of some twelve buildings, and descending from it to cross the arroyo, half knee-deep, the enemy closed on our rear again, and occupied the mound and huts, and his fire was rather hot; but halting and sending back a volley or two, we got rid of him then again. On passing a field of well-grown sugar-cane, we got it again, and even still warmer, a little farther on, from a long row of bananas and plantains. The fire of the enemy was well sustained throughout, but, with some exceptions, he always overshot, his balls passing just

over the heads of our little column. It was an animating scene, and presented some points of peculiar interest; from the ship, particularly from aloft, our progress could be distinctly followed throughout, together with the whole operations of the enemy, so much concealed from us. I had directed Lieutenant Selden, so long as the enemy continued within reach of the 32-pounders and 8-inch shell guns, to give us all the assistance he could, if we should need it; though eagerly on the watch to do so, friend and foe seemed to him too much in contact to hazard such support.

You can imagine, sir, the intense sympathy with which our advance was watched by our friends on board, burning to be with us. They drew a long breath for us on our ascending the mound of San Vicente, where the enemy seemed to them most advantageously posted. After passing San Vicente, our shipmates thought we were through the worst, though persuaded many of us must have fallen.

To Lieutenant Heywood, however, and his gallant band, who, from the cuartel, commanded a still better view, and who had been watching us with deep and fraternal solicitude, it seemed that we were more and more pressed as we approached. Our volleys, the effect of which he could see, while we could not, alone gave him some confidence; and though the enemy still had a detachment in the lower part of the town, anxious too about leaving his sick and wounded exposed even for a moment, placing himself at the head of his garrison, brushed out the looped houses from which he had been so annoyed, killing one man, and sallied out of the town to our support; fortunately we needed it not, and just as he emerged from the last cover of

the enemy, who had redoubled his efforts, but in vain (our volleys always driving him back), the parties met only to exchange a cordial greeting.

Our friends could scarcely credit that we had not left many of our number on the road; four only were struck, and of these two only were disabled. The two parties united now marched into San José; a small body of the enemy, which had clung to it with much tenacity, retreated to the hillsides southward. There was no cavalry in that direction, and but little danger to stragglers, and Midshipman Vanderhorst was allowed with a small party to follow him. The enemy showed a good deal of spirit, and more cunning than his pursuers in availing himself of the nature of the ground for cover, etc., but after this little skirmish he was driven over the crest of the hill. The parties were then called in, bringing with them two prisoners (one wounded), two or three mules, a lance or two, guidon, etc., articles calculated to please sailors.

A few scattered detachments of the enemy, however, still lingered in the valley, but their stay was short. The ship now performed her part; and Lieutenant Selden, no longer afraid of hurting his friends, assisted by Mr. Price and Midshipman Allmand, opened upon different squads with shot and shell. One of the latter, passing over San Vicente with a wonderful range, burst over the heads of a large party. The valley was cleared, the enemy dispersed, and the communication between the town and ship re-established. The enemy fell back to his camp at Los Animas, but broke up in the night and retreated to San José Viejo, two leagues up the valley.

The officers and men more than sustained the reputation they have earned during their long service

in this ship, now over two and a half years. It was difficult at first to prevent the men rushing into the covers after their foe, where doubtless, doing havoc at first, they would soon have separated, and been ridden over and speared to a man. I am greatly indebted to Lieutenant Rowan, my able adviser and invaluable executive officer, and to Lieutenant Harrison, for their earnest and judicious exertions to prevent this, upon which our success depended. Our field-piece, though so small, was too weakly manned; but owing to the great exertions of Acting-Master Fairfax, aiding to drag it himself through the sands, and across the arroyo, was always in time to do good service.

The midshipmen, Messrs. Vanderhorst, Shepherd, and Lewis, vied with their seniors in coolness and zeal; the first, my aid, more under my own eye, greatly pleased me by his cool and quick observation. To Doctor Maxwell, ever zealous, and ahead reconnoitring, I was indebted for several timely suggestions about the nature of the ground, etc. Quickly, after our arrival, extracting a ball from one of our wounded men, Isaac Watson (O. S.), and dressing the other, W. Eaton (O. S.), he was off among the skirmishers on the hillside, and soon among the advance party. Before closing this report, already too long, I cannot deny myself the satisfaction of adding my humble tribute of commendation to the conduct of the garrison, and its commander, Lieutenant Heywood. Invested for twenty-one days, and closely besieged for nine, his provisions at the lowest ebb, fever and dysentery prevailing within, his wounded lying in its midst, two valuable officers, Passed-Midshipman Duncan and Warley, cut off and prisoners, women and children crowding his cuartels and consuming his supplies, two of

his California allies deserting to the enemy, and greatly dispiriting those who remained, the enemy himself occupying the church, and other buildings as strong as his own, six times his number, and fighting him eight successive days and nights, he was indomitable. Nor was this all: two excellent breastworks, thrown up in the night, brought a cross-fire on his water, and was near cutting it off effectually. A well was instantly commenced, and progress made against great obstructions. Then came another blow, the sorest of all,—his gallant, unflinching, devoted second in command, Passed-Midshipman Tenant McLanahan, of this ship, was killed by a rifle-shot in the neck (surviving only two hours after the wound), in the main cuartel (Mission House), on the 11th of February. This left him Passed-Midshipman G. A. Stevens (Independence), for his only officer, who zealously exerted himself to meet such emergency; for even his brave and valuable volunteer aid, Mr. Eugene Gillespie, was among the fever patients. Knowing your anxious desire that our flag should wave wherever once hoisted, and also your deep solicitude about the post of San José, it gives me pleasure to be able to assure you of the security of both. What means should be adopted to put down, effectually, this movement in Lower California, so destructive to the property of its best people (our friends), I will endeavor to suggest in another report.

The loss of the enemy, of course, is all conjecture; the numbers reported by the friendly Californians, range from 13 to 35 killed.

I have the honor to be, sir, very respectfully, your obedient servant,

S. F. DU PONT,
Commander, United States Navy.

P. S. — February 22, 1848. — We are provisioning the garrison, but the progress is slow, and labor heavy. We have no animals (three mules excepted). I think it prudent yet to send escorts of fifty men with the trains, two per day. The surf is high, and sometimes dangerous; our boats are knocked to pieces, but the work goes cheerily on. Lieutenant Heywood's report is herewith forwarded.

S. F. D. P.

United States Ship Cyane,
Off San José, Lower California, March 25th, 1848.

Commodore W. BRANFORD SHUBRICK, Commander-in-Chief
of the United States Naval Force in
the Pacific.

SIR:—I returned, last evening, from an expedition to Sant Anita, having taken seventy men from this ship, with thirty from the cuartel under Lieutenant Heywood, a body of the enemy having been represented as encamped there, about 130 strong, including the Indians, and the distance from us, about eleven miles, likely to make him careless, I thought he might be surprised, at all events, broken up.

Every precaution was taken to prevent information reaching him, and the march was noiselessly performed between eleven at night and half past two in the morning, avoiding those portions of the route whence information might be given of our approach. By daylight we closed around the place; but the enemy, warned by an Indian spy, who had been in San José, escaped us. Otherwise, everything had been so fortunately conducted, and he having been, as I had suspected, even without sentries, we should have captured the whole party.

The Yacas, on getting the information in the evening, left instantly. Navarette left later in the night. Their camp fires were still burning. A forge where their arms were repaired was destroyed, and the armorer made prisoner. After a few hours' rest we returned, taking San Bernabé, San José Viejo, and Rosario in our way, thus scouring the whole valley. Though not attended with any capture or loss to the enemy, he has thus been driven from this valley for many miles, his depredations stopped, and the moral effect, altogether, important.

From our best information, he has fallen back to Santiago, sixteen leagues, much broken and reduced in numbers. Navarette is said now to be commander-in-chief, Piñeda having been badly wounded in a quarrel with one of his officers, Manuel Castro, who cut one of his hands nearly off.

We had expected some warm work, the country through which we passed offering the enemy such advantages, but he seems, for some reason, not to have availed himself this time of them.

The officers, who were along, were Lieutenant Heywood, Rowan, Selden, and Acting-Lieutenant McRae, Dr. Maxwell, Passed-Midshipman Warley, and Midshipmen Vanderhorst and Allmand. A videt advance of guides and Californians was under Mr. Gillespie, with Captain Ripley, volunteer. It was as fine a detachment of this kind as I have ever seen.

I have the honor to be, sir, very respectfully, your obedient servant,

S. F. DU PONT,
Commander, United States Navy.

United States Ship Cyane,
Off San José, California, March 30th, 1848.

Lieutenant GEO. L. SELDEN,
United States Ship Cyane:

SIR:—You will take the command of a party of mounted men, to be selected from this ship and the Cuartel, for the purpose of scouring the valley of San José as far up as Santiago, about fifteen leagues distant.

The general object of this expedition will be to examine the haciendas and ranchos, to collect arms, which portions of the enemy, who have been disbanded or deserted, may have taken to their homes. The late Alcaldé of Santiago, with other allies from that district, are desirous of going to their homes. You will take all such with you. You will ascertain if the people there are friendly, as represented by their allies. You will, from that point, be able to get correct information, in all probability, of the number, position, and condition of the enemy; whether he has actually dispersed, as represented, or only removed his headquarters farther into the interior. There seems little doubt that he has fallen back to Todos Santos; but whether to remain there, or is merely passing through to Mulegé, by the coast road, is not yet determined.

Be this as it may, you will relax no measure of vigilance on your march—camping properly, placing sentries, guarding the cavallada, using every care against surprise. On reaching every hacienda or rancho, where you may stop, immediate search must be made for mescal, and precaution taken that it be not sold to your men. Be vigilant and vigorous about stragglers. Examine well the rancho Viego, where some

Mexican officers are said to have slept since their troops broke up and left this valley, after our expedition to Sant Anita.

The rancho of the Palma montañas examine carefully; these people are relatives of Angelo, one of the enemy's chiefs. It is said that the horses and cattle of this rancho have been spared by the enemy, while those of our allies and friends have been much plundered. You will take horses from the rancho of the Palma in preference, giving receipts, however. Do not slaughter more cattle than necessary for your consumption; and you will conform to the practice which has always prevailed in our naval expeditions on these coasts, to treat the people kindly, paying for what you get. Where you have to incommode, or use arbitrary measures, discriminate all you can in favor of those who have been friendly to our cause.

If you meet the Padre Gabriel, treat him respectfully, and bring him in. It is probable that Lieutenant-Colonel Burton is in the field, and you may meet or hear from him; if a delay of a *few days* would assist him in any combined movement, and he should desire your co-operation, and your own judgment approve, you can remain; otherwise, I shall expect you back in three days. My present information will not justify my sending you further than Santiago. I rely upon your judgment and discretion not to expose your command to any hazards that would not be justified by some commensurate result. Horses and saddles are, or will be, collected by to-morrow, sufficient to mount forty of our people, with ten or twelve of the best California volunteers, valuable aids to a mounted party.

The officers who go with you are Acting-Lieutenant MacRae, Doctor Maxwell, Acting-Master Fairfax,

Passed-Midshipmen Stevens and Warley, Midshipman Vanderhorst, and Mr. Ripley, volunteer.

Require them to be vigilant; careful of the men; remind them that no reports of the broken condition of the enemy will justify any neglect of discipline or watchfulness, or you may all pay dearly for it. Keep the men from straggling.

Very respectfully, your obedient servant,

S. F. DU PONT,

Commander, United States Navy.

United States Ship Cyane,
Off San José, Lower California, April 6th, 1848.

Commodore W. BRANFORD SHUBRICK, Commander-in-Chief
of the United States Naval Force in the
Pacific, Mazatlan:

SIR:—Lieutenant Selden returned yesterday from an expedition to the rich and populous district of Santiago, some fifteen or sixteen leagues up the valley of San José, where he had been with a party of mounted men.

The effect of the expedition was most salutary and cheering to the people, who have proved themselves all that we had heard—very friendly to our cause; the Alcaldé of Miraflores returning with the party. Twenty-three prisoners were taken, some with their arms, others without; among them, the most important of the leaders, whose capture will have a material effect in preventing future outbreaks, Don Mauricio Castro, Gefé Politico, and commander-in-chief since the resignation of the latter office by Piñeda. He is now on board this ship. The other prisoners, with those

previously taken, numbering over thirty in all, are at the Cuartel.

The enemy, having been driven from this valley by our expedition of the 23d and 24th ult., fell back upon Todos Santos, some twenty leagues beyond Santiago, where, Colonel Burton coming upon him, he was again totally dispersed, the particulars of which we have not, but learn a few shots were exchanged.

It was after this that Castro, in retreating to the coast, was picked up by our party. The enemy is entirely broken up, a result which it gives me pleasure to inform you of.

I am in hopes Colonel Burton will pass this way, that arrangements may be made for his receiving from us the post of San José, that the officers, marines, and sailors, who so long defended it against all odds, may once more rejoin their ships, agreeably to your wish.

Some judicious action will be required to prevent great future evil to that portion (large) of the people of this territory, who have been friendly to us, and who have suffered much in consequence. When the forces return to their garrisons, the enemy, in small guerilla parties, will again fall upon and plunder the rancheros, who are without a single arm. If some arms could be given them they would willingly undertake to keep down these parties. But the best course would be to mount a small force, for which we could enlist any number of most efficient California volunteers, who, by moving through the country, would keep all quiet.

Should Lower California not be included in the treaty of peace, I fear lamentable consequences will ensue, out of this war, to its best people, for their

friendly disposition to us. Wholly indifferent to Mexico proper, and its central government, as the latter has been to them, they have every reason to wish to become a portion of the United States; and it will be a sad disappointment to them if they do not. Be this as it may, it is to be hoped that those persons who have suffered so much in property, because they stood by the American cause, will be liberally dealt with by the Government.

P. S.—April 7th.—Lieutenant Halleck arrived, last evening, with a party of thirty mounted men, by the lower route from Todos Santos. At the encounter with the enemy, near the last mentioned place, the Yaques made a short stand, long enough to have nine or ten of their number killed. Colonel Burton has returned to La Paz. The Southampton will bring down Captain Naglee's company. Allowing for the usual delays, I hope to join you with the Southampton by the 1st of May; Colonel Burton requiring only a small despatch vessel, which I will fit out for him (the *Rosita*), and have directed her to be sent down at once from La Paz. I will give her in charge to Passed-Midshipman Warley, or Stevens. 8th.—Lieutenant Halleck left for La Paz this morning; I have sent a party, mostly Californians, to escort him as far as Santiago, under Lieutenant MacRae and Doctor Maxwell and Midshipman Allmand, to pick up more stragglers. April 9th.—I perceive some vessel passing on her way to Mazatlan, and will attempt to cut her off and send this communication by her.

I have the honor to be, Sir, with great respect,
your obedient servant,

S. F. DU PONT,
Commander, United States Navy.

Near Wilmington, Del., November 2d, 1848.

Hon. S. Y. MASON, Secretary of the Navy,
Washington:

SIR:—I have the honor to acknowledge the receipt of your communication of the 30th of October, enclosing the report of Commodore Sloat, on the condition of the *Cyane*, on her arrival at Norfolk, under my command.

To an officer whose goal of ambition is to do his duty, to stand well with his profession, and justify the confidence of the Executive who may employ him, it must be a source of high gratification to find his conduct approved.

The approbation of the Department is gratefully acknowledged, and will be highly appreciated by the officers and crew late of the *Cyane*.

I have the honor to be, sir, with great respect,
your obedient servant,

S. F. DU PONT.

OFFICIAL DISPATCHES
— OF —
ADMIRAL S. F. DU PONT.

WAR OF THE REBELLION.

Washington, Sept. 18, 1861.

To Honorable GIDEON WELLES,
Secretary of the Navy:

SIR:—I have the honor to acknowledge the receipt of the Department's order of this date, appointing me to command the Southern Atlantic Blockading Squadron. This mark of confidence, with its grave responsibilities, was not looked for by me, but with God's support and direction, I trust I shall not disappoint the Department.

The order of to-day was doubtless intended to give vigor to the execution of the Department's previous instructions to me; and I avail myself of this occasion to offer a suggestion in reference to the expeditions ordered by the Department, which may aid in giving them such efficiency as circumstances will permit.

On the Southern Atlantic coast, the Department is aware that these expeditions cannot have the covering support of our great steam frigates, as at Hatteras; and while the ships purchased and converted

into ships-of-war by the remarkable energy of the Department are of the utmost value, not only for blockading, but attacking, it would be very desirable that these should not be the *first* to come under fire of the forts; not so much because their guns are lighter, but owing to their very light scantling,—a point which the practical knowledge of the Assistant Secretary will fully appreciate.

If the Department, therefore, can spare me for a short time the Pawnee, Iroquois, Seminole, and Mohican, carrying as they do eleven-inch guns, with the three or four gunboats which I earnestly trust will be finished in time, we shall have a force calculated to stand the brunt of the first attack from the forts.

So soon as the expeditions are through, these valuable vessels can be apportioned to the different squadrons, as the Department may deem best; remarking only, that the general composition of the Southern Atlantic Squadron should be of vessels of light draft.

On the receipt of my first orders, the Department kindly promised that a special battalion of three hundred marines should be attached to my command; and the Colonel Commandant of the corps received orders accordingly. Will the Department please renew its order, in view of the very short time left us now to be ready.

With great respect, I am, sir, faithfully, your obedient servant,

S. F. DU PONT,

Captain Commanding Southern Atlantic Blockading Squadron.

BLOCKADING INSTRUCTIONS.

General Order No. 1.

Commanding officers of blockading vessels under my command are to be governed by the following rules:

1st.—Duly notify neutrals of the declaration of blockade, and give to it all the publicity in your power.

2d.—The blockade must be strict and absolute; and only public armed vessels of foreign powers are to be permitted to enter the ports which are placed in a state of blockade.

3d.—Protect our commerce from the depredations of privateers; and as a matter of course, capture them and all other vessels of the enemy, whenever you can do so without being seduced away from your station.

4th.—A lawful maritime blockade requires the presence of an adequate force stationed at the entrance of the port, sufficiently near to prevent communication. The only exception to this rule arises out of the occasional temporary absence of the blockading vessels, produced by accident, as in the case of a storm, which does not suspend the legal operation of a blockade; and to take advantage of such an accidental absence is a fraudulent attempt to break the blockade, and will justify the application of penalties.

5th.—A neutral or foreign vessel, proceeding toward the entrance of a blockaded port, is not to be captured or detained, if she shall not have previously received, from one of the blockading squadron, a spe-

cial notification of the existence of the blockade. This notification must be inserted, in writing, on the register and muster-roll of the neutral vessel, by the cruiser which meets her; and it should contain the announcement, together with statements of the day and the latitude and longitude in which it was made.

6th.—Until the ports are closed by proclamation (that is, declared to be no longer ports of entry), the warning just mentioned is to be continued to all vessels, instead of capturing at once, as will be the case when they come to be so closed.

7th.—Vessels leaving guarded insurgent ports without legal clearances, are to be seized and sent in for adjudication. If it be claimed that there is not an effective blockade, and therefore that they are entitled to depart, still they must not disregard our municipal laws, and the requirements of the National Government. If they do they incur the penalties, and are subject to the forfeitures, which the laws impose.

8th.—Vessels with contraband goods on board, approaching any of the blockaded ports, or vessels that may have cleared for any of those ports, or be found, with a due warning on their papers, hovering about any of them, are all to be seized and sent in for adjudication.

Respectfully, your obedient servant,

S. F. DU PONT,

October 24th, 1861.

Flag Officer, etc.

Steam Frigate Wabash, New York, Oct. 16th, 1861.

To Hon. GIDEON WELLES,
Secretary of the Navy :

SIR:—I have the honor to inform the Department what I have already done briefly by telegraph, that I despatched last night, in a very short time after receiving your message, the steamer James Adger, Commander Marchand, and the steamer Curlew, Acting-Lieutenant Commanding Watmough, in pursuit of the steamer Nashville, said to have run the blockade of Charleston with Messrs. Mason and Slidell on board.

The Adger will run across to the Channel; and if, as I think, the Nashville will run a long time before venturing to make her northing, the difference of time may be overcome.

The Curlew has attempted an intersection at a point indicated by the shortness of her fuel, for she carries but eight days' supply, and I have ordered her back to Hampton Roads; also the Adger.

Both vessels have orders to look out for the steamers expected from Europe to the rebel States; and this induced me in part to send the Curlew, for her chance is small, I fear, of crossing the Nashville.

The Department will readily believe I feel strong regrets at losing two good ships, so well commanded as these, from my squadron; but whether successful in the chase or not, I deemed it important to show, if the blockade could be run, that prompt measures could be directed in reference thereto, which I was sure the Department greatly desired.

I am, sir, with great respect, your obedient servant,
S. F. DU PONT,

Flag Officer, etc.

Flag Ship Wabash,
Hampton Roads, Oct. 26th, 1861.

To Commander FRANCIS S. HAGGERTY, United States Navy,
United States Ship Vandalia, Hampton Roads:

SIR:—The duty is hereby assigned to you of conveying to the place of rendezvous the coal and powder ships belonging to the squadron, and to the transports composing this expedition. The armed barque The Gem of the Sea, of the volunteer navy, will assist in this duty; and Captain Baxter is ordered to report to you, accordingly, and wait your specific instructions.

The following is a list of the vessels placed under your convoy:

Brig Belle of the Bay,	} belonging to the squadron.
Barque Jane A. Bishop,	
Schooner Western Star,	
Brig E. P. Stuart,	
Ship Courier,	

COAL SHIPS FOR TRANSPORT.

Aid, schooner,	Saratoga,
Charles McNeal,	Rachel S. Miller,
N. E. Clark,	Lewis Chester,
Susan T. Abbott,	Sarah Cullen,
E. F. Allen,	J. Frambes,
J. M. Vance,	J. S. Hewitt,
W. G. Audenried,	Snowflake,
Sarah J. Bright,	James Satterthwaite,
Elizabeth English,	Willard Saulsbury,
Effort,	D. Molany.

You will proceed to sea with the first fair wind, and make the best of your way to the port designated

in the enclosed confidential communication, which you will not open until after passing Cape Henry.

It affords me pleasure to say that, in consequence of our necessarily slow movements, you will, provided you use despatch, arrive in time to take part in the operations of the fleet.

You will please instruct the freight vessels in your convoy to make for Savannah, Georgia, if separated from your pendant.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag Officer, -etc.

Flag Ship Wabash,
Hampton Roads, Oct., 29th, 1861.

To A. D. BACHE, LL. D.,
Superintendent of United States Coast Survey,
Washington :

SIR:—It affords me pleasure to inform you that Mr. Boutelle reached this place yesterday morning, in good time.

Mr. Boutelle handed me his instructions, and I have to thank you for the regard paid in them to my own wishes, and to the duties of that branch of the public service placed under my charge.

I feel assured that Mr. Boutelle will fulfill your expectations and my own, in the usefulness of the Vixen and Arago; and I need not add that I shall give him every opportunity and aid necessary to enable him to carry on the proper work of the Coast Survey.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag Officer, etc.

CIRCULAR.

United States Ship Wabash, October 23d, 1861.

SIR:—The following-named vessels of this fleet, under my command, will, on signals being made, get under way, and leave Hampton Roads in third order of steaming, or the double line ahead, viz.:

		o	Wabash,
Ottawa,	o	o	Unadilla,
Pawnee,	o	o	Seneca,
Isaac M. Smith,	o	o	Pembina,
Curlew,	o	o	R. B. Forbes,
Penguin,	o	o	Pocahontas.

These vessels, when outside, will form the line abreast, according to the diagram, except the two last, which are the flanking vessels of the column of transports on the east, as shown in the diagram. They will therefore take their positions, as prescribed in the diagram, in rear of the left of the line, and await the transports.

After the above-named vessels will follow the transports in succession; thus: first the Vanderbilt, and those composing the third column of transports, of which the Vanderbilt is the leading ship; then the Baltic, and those composing the first or centre column of transports, of which the Baltic is the leading ship; and lastly the Atlantic, and those composing the second or right column of transports, of which the Atlantic is the leading ship.

The transports will form, when in the offing, in three columns in the line ahead, under their respective leaders, as shown in the diagram.

After the transports will follow the Florida and

Augusta, which are to flank the transports on the west; and, lastly, the Mohican and Seminole, which are to cover the rear of the fleet; as shown in the diagram.

The following general directions are to be observed:

1st.—Each vessel is to keep her own place in line, abreast or ahead, as the case may be, and not leave except by signal.

2d.—The transports will follow strictly, with or without signals, the leading vessel of their respective columns.

3d.—The flag ship will communicate with the transports, through the leaders of the columns only, and by means of Rogers' marine signals.

Very respectfully,

S. F. DU PONT,

Flag Officer, etc.

Flag Ship Wabash,
Port Royal Roads, Nov. 5th, 1861.

To C. O. BOUTELLE,
Assistant United States Coast Survey:

SIR:—I have to thank you for your efficient assistance and co-operation in bringing the heavy ships of the squadron under my command, and the transports, into Port Royal roadstead; and I shall take pains to inform the Superintendent of the Coast Survey that your services have met my cordial commendation.

I have now to request that you will be pleased to make a hydrographic reconnoissance of the channel between the North Breaker and Fishing Kip; placing such buoys on the latter as will make it safe to pass.

the southeast or northwest point of the shoal, or to cross it with the gunboats at low water.

I have the honor to be, sir, your obedient servant,
S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Off Hilton Head, Port Royal Harbor, Nov. 6th, 1861.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—The Government having determined to seize and occupy one or more important points upon our southern coast, where our squadron might find shelter, possess a depot, and afford protection to loyal citizens, committed to my direction the selection from among the places which it thought most available and desirable for these purposes.

After mature deliberation, aided by the professional knowledge and great intelligence of the Assistant Secretary, Mr. Fox, and upon taking into consideration the magnitude to which the joint naval and military expedition had been extended, to which you have called my attention, I came to the conclusion that the original intention of the Department, if first carried out, would fall short of the expectations of the country, and of the capabilities of the expedition, while Port Royal, I thought, would meet both in a high degree.

I therefore submitted to Brigadier-General Sherman, commanding the military part of the expedition, this modification of our earliest-matured plans, and had the satisfaction to receive his full concurrence; though he and the commanders of brigades very justly

laid great stress on the necessity, if possible, of getting this frigate into the harbor of Port Royal.

On Tuesday, the 29th of October, the fleet under my command left Hampton Roads, and with the army transports numbered fifty vessels. On the day previous I had despatched the coal vessels, twenty-five in all, under convoy of the *Vandalia*, Commander Haggerty, to rendezvous off Savannah — not wishing to give the true point.

The weather had been unsettled in Hampton Roads, though it promised well when we sailed, but off Hatteras it blew hard; some ships got into the breakers, and two struck, but without injury.

On Friday, the 1st of November, rough weather soon increased into a gale, and we had to encounter one of great violence from the southeast, a portion of which approached to a hurricane. The fleet was utterly dispersed, and on Saturday morning one sail only was in sight from the deck of the *Wabash*.

On the following day the weather moderated, and the steamers and ships began to re-appear. Orders (not to be opened except in case of a separation) were furnished to all the men-of-war by myself, and to the transports by Brigadier-General Sherman. As the vessels rejoined, reports came in of disasters. I expected to hear of many; but when the severity of the gale and the character of the vessels are considered, we have only cause for great thankfulness.

In reference to the men-of-war, the *Isaac Smith*, a most efficient and well-armed vessel for the class purchased, but not intended to encounter such sea and wind, had to throw her formidable battery overboard to keep from foundering; but, thus relieved, Lieutenant

Commanding Nicholson was enabled to go to the assistance of the chartered steamer Governor, then in a very dangerous condition, on board of which was our fine battalion of marines, under Major Reynolds. They were finally rescued by Captain Ringgold in the Sabine, under difficult circumstances; soon after which the Governor went down. I believe seven of the marines were drowned by their own imprudence. Lieutenant Commanding Nicholson's conduct in the Isaac Smith has met with my warm commendation.

The Peerless transport, in a sinking condition, was met by the Mohican, Commander Godon. All the people on board, twenty-six in number, were saved under very perilous circumstances, in which service Lieutenant H. W. Miller was very favorably noticed by his commander.

On passing Charleston I sent in the Seneca, Lieutenant Commanding Ammen, to direct Captain Lardner to join me with the steamer Susquehannah off Port Royal without delay. On Monday, at eight o'clock in the morning, I anchored off the bar, with some twenty-five vessels in company, with many more heaving in sight.

The Department is aware that all the aids to navigation had been removed, and the bar lies ten miles seaward, with no features on the shore line of sufficient prominence to make any bearings reliable. But to the skill of Commander Davis, the Fleet Captain, and Mr. Boutelle, the able assistant of the Coast Survey in charge of the steamer Vixen, the channel was immediately found, sounded out, and buoyed. By three o'clock I received assurances from Captain Davis that I could send forward the lighter transports—those under eighteen feet—with all the gunboats, which was

immediately done; and before dark they were securely anchored in the roadstead of Port Royal, South Carolina. The gunboats almost immediately opened their batteries upon two or three rebel steamers, under Commodore Tatnall, instantly chasing him under the shelter of the batteries.

In the morning, Commander John Rodgers, of the United States steamer Flag, temporarily on board this ship and acting on my staff, accompanied by Brigadier General Wright, in the gunboat Ottawa (Lieutenant Commanding Stevens), and supported by the Seneca (Lieutenant Commanding Ammen), the Curlew (Acting Lieutenant Commanding Watmough), and the Isaac Smith (Lieutenant Commanding Nicholson), made a reconnoissance in force, and drew the fire of the batteries on Hilton Head and Bay Point, sufficiently to show that the fortifications were works of strength and scientifically constructed. In the evening of Monday, Captain Davis and Mr. Boutelle reported water enough for the Wabash to venture in.

The responsibility of hazarding so noble a frigate was not a light one. Over a prolonged bar of over two miles there was but a foot or two of water to spare; and the fall and rise of tide is such, that if she had grounded she would have sustained most serious injury from straining, if not totally lost. Too much however was at stake to hesitate, and the result was entirely successful.

On the morning of Tuesday the Wabash crossed the bar, followed closely by the frigate Susquehannah, the Atlantic, Vanderbilt, and other transports of deep draft; and on running through that portion of the fleet already in, the safe passage of this great ship

over the bar was hailed by gratifying cheers from the crowded vessels.

We anchored, and immediately commenced preparing the ship for action; but the delay of planting buoys, particularly on the Fishing Rip, a dangerous shoal we had to avoid, rendered the hour late before it was possible to move with the attacking squadron. In our anxiety to get the outline of the forts before dark we stood in too near this shoal, and the ship grounded. By the time she was gotten off, it was too late in my judgment to proceed, and I made signal for the squadron to anchor out of gun-shot from the enemy.

To-day the wind blows a gale from the southward and westward, and the attack is unavoidably postponed.

I have the honor to be, etc.,

S. F. DU PONT,

Flag Officer, etc.

Flag Ship Wabash,
Off Hilton Head, Port Royal Harbor, Nov. 8th, 1861.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the honor to inform you that yesterday I attacked the enemy's batteries on Bay Point and Hilton Head, Forts Beauregard and Walker, and succeeded in silencing them, after an engagement of four hours duration, and in driving away the squadron of rebel steamers under Commodore Tatnall.

The reconnoissances of yesterday made us acquainted with the superiority of Fort Walker, and to that I directed my special efforts; engaging it at a distance

of first eight and afterwards six hundred yards. But the plan of attack brought the squadron sufficiently near Fort Beauregard to receive its fire, and the ships were frequently fighting the batteries on both sides at the same time.

The action was begun, on my part, at twenty-six minutes after nine, and at half past two the American ensign was hoisted on the flag-staff of Fort Walker, and this morning at sunrise, on that of Fort Beauregard.

The defeat of the enemy terminated in utter rout and confusion; their quarters and encampments were abandoned without an attempt to carry away either public or private property. The ground over which they fled was strewn with the arms of private soldiers, and the officers retired in too much haste to submit to the encumbrance of their swords.

Landing my marines and a company of seamen, I took possession of the deserted ground, and held the fort on Hilton Head till the arrival of General Sherman, to whom I had the honor to transfer its occupation.

We have captured forty-three pieces of cannon, most of them of the heaviest calibre and the most improved description.

The bearer of these dispatches will have the honor to carry with him the captured flags and two small brass field-pieces lately belonging to the State of South Carolina, which are sent home as suitable trophies of the success of the day. I enclose herewith a copy of the General Order which is to be read in the fleet tomorrow morning at muster.

A detailed account of this battle will be submitted hereafter.

I have the honor to be very respectfully your most obedient servant,

S. F. DU PONT,
Flag Officer.

The bearer of dispatches will also carry with him the first American ensign raised upon the soil of South Carolina since this rebellion broke out.

General Order No. 2.

Flag Ship Wabash,
Hilton Head, Port Royal Bay, Nov. 8th, 1861.

It is the grateful duty of the Commander-in-Chief to make a public acknowledgment of his entire commendations of the coolness, discipline, skill, and gallantry displayed by the officers and men under his command, in the capture of the batteries on Hilton Head and Bay Point, after an action of four hours' duration.

The Flag Officer fully sympathizes with the officers and men of his squadron in the satisfaction they must feel at seeing the ensign of the Union flying once more in the State of South Carolina, which has been the chief promoter of the wicked and unprovoked rebellion they have been called upon to suppress.

S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 8th, 1862.

To Commander E. G. PARROTT, United States Ship Augusta,
Port Royal Harbor, South Carolina.

Sir:— On receipt of this order you will please proceed off Savannah, Georgia, to assume the blockade of that port; and you will report yourself to the senior officer there.

The accompanying documents are for your consideration.

Respectfully your obedient servant,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, Nov. 9th, 1861.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:— Since writing my official dispatch I have sent gunboats to take possession of Beaufort to protect the inhabitants, but I regret to say they have fled, and the town is abandoned to the negroes, represented to me as in a lawless condition.

The light-vessels, which I hoped to save, were destroyed on the desertion of the forts by the rebels.

The post-office was visited, and a number of documents and letters obtained.

I have covered Skull creek and the mouth of Broad river, and have cut off this communication between Charleston and Savannah.

Respectfully your obedient servant,

S. F. DU PONT,
Flag Officer, etc.

United States Ship Wabash,
Port Royal Harbor, Nov. 11th, 1861.

HON. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR :— I have the honor now to submit the following detailed account of the action of the 7th of November.

From the reconnoissance of the 5th, we were led to believe that the forts on Bay Point and Hilton Head were armed with more than twenty guns each, of the heaviest calibre and longest range, and were well constructed and well manned ; but that the one on Hilton Head was the strongest. The distance between them is two and two-tenths nautical miles,—too great to admit of their being advantageously engaged at the same time, except at long shot. I resolved, therefore, to undertake the reduction of Hilton Head (or as I shall hereafter call it, Fort Walker), first ; and afterwards to turn my attention to Fort Beauregard, the fort on Bay Point. The greater part of the guns of Fort Walker were presented upon two water fronts ; and the flanks were but slightly guarded, especially on the north, on which side the approach of an enemy had not been looked for.

A fleet of the enemy, consisting of seven steamers, armed, but to what extent I was not informed further than that they carried rifled guns, occupied the northern portion of the harbor, and stretched along from the mouth of Beaufort river to Skull creek.

It was high water on the 7th instant at 11.35 a.m., by the tables of the Coast Survey.

These circumstances, the superiority of Fort Walker, and its weakness on the northern flank, the presence of the rebel fleet, and the flood tide of the morning decided the plan of attack, and the order of battle.

The order of battle comprised a main squadron ranged in a line ahead, and a flanking squadron, which was to be thrown off on the northern section of the harbor to engage the enemy's flotilla, and prevent their raking the rear ships of the line when it turned to the southward, or cutting off a disabled vessel.

The main squadron consisted of the frigate *Wabash*, Commander C. R. P. Rodgers, the leading ship; the frigate *Susquehannah*, Captain J. L. Lardner; the sloop *Mohican*, Commander S. W. Godon; the sloop *Seminole*, Commander J. P. Gillis; the sloop *Pawnee*, Lieutenant Commanding R. H. Wyman; the gunboat *Unadilla*, Lieutenant Commanding N. Collins; the gunboat *Ottawa*, Lieutenant Commanding T. H. Stevens; the gunboat *Pembina*, Lieutenant Commanding J. P. Bankhead; and the sailing sloop *Vandalia*, Commander F. S. Haggerty, towed by the *Isaac Smith*, Lieutenant Commanding J. W. A. Nicholson. The flanking squadron consisted of the gunboat *Bienville*, Commander Charles Steedman, the leading ship; the gunboat *Seneca*, Lieutenant Commanding Daniel Ammen; the gunboat *Curlew*, Lieutenant Commanding P. G. Watmough; the gunboat *Penguin*, Lieutenant Commanding T. A. Budd; and the gunboat *Augusta*, Commander E. G. Parrott, the closing ship of that line. The plan of attack was to pass up midway between Forts Walker and Beauregard, receiving and returning the fire of both, to a certain distance about two and a half miles north of the latter. At that point the line was to turn to the south round by the west and close in with Fort Walker, encountering it on its weakest flank, and at the same time enfilading in nearly a direct line its two water-faces. While standing to the southward the vessels of the line were head to tide, which kept them under com-

mand whilst the rate of going was diminished. When abreast of the fort the engine was to be slowed, and the movement reduced to only as much as would be just sufficient to overcome the tide, to preserve the order of battle by passing the batteries in slow succession, and to avoid becoming a fixed mark for the enemy's fire. On reaching the extremity of Hilton Head and the shoal ground making off from it, the line was to turn to the north by the east, and passing to the northward, to engage Fort Walker with the port battery, nearer than when first on the same course. These evolutions were to be repeated.

The accompanying plan will explain the preceding description.

The Captains of the ships had been called on board and instructed as to the general formation of the lines, and their own respective places.

At eight o'clock the signal was made to get under way. At 8.10, the ship, riding to the flood, tripped her anchor; and at 8.30, the ship turned and was headed in for the forts. At 9, the signal was made for "close order." At 9.26, the action was commenced by a gun from Fort Walker, immediately followed by another from Fort Beauregard. This was answered at once from this ship, and immediately after from the *Susquehannah*. At 10 o'clock, the leading ship of the line turned to the southward, and made signal to the *Vandalia* (which ship, in tow of the *Isaac Smith*, was dropping astern, and was exposed without support to the fire of Fort Beauregard), to join company. At 10.15, the signal was made for closer action, the *Wabash* slowly passing Fort Walker at a distance, when abreast, of eight hundred yards. At 11, the signal was made to get into and preserve stations; and at 11.15, to

follow the motions of the Commander-in-Chief. At 11.30, the enemy's flag was shot away. Standing to the northward, nearly in the line shown in the diagram, the ship's head was again turned to the southward, and she passed the guns of Fort Walker at a distance less than six hundred yards. (The sights were adjusted to five hundred and fifty yards). The second fire with the starboard guns of the Wabash, and of Captain Lardner in the Susquehannah, my second in command, who always kept so near as to give me the entire support of his formidable battery, seems, at this short distance, to have discomfited the enemy. Its effect was increased by the shells thrown from the smaller vessels at the enfilading point. It was evident that the enemy's fire was becoming much less frequent, and finally it was kept up at such long intervals, and with so few guns, as to be of little consequence. After the Wabash and Susquehannah had passed to the northward, and given the fort the fire of their port battery the third time, the enemy had entirely ceased to reply, and the battle was ended. At 1.15, the Ottawa signaled that the works at Hilton Head were abandoned. This information was, a few minutes later, repeated by the Pembina. As soon as the starboard guns of this ship, and the Susquehannah, had been brought to bear a third time upon Fort Walker, I sent Commander John Rodgers on shore with a flag of truce; the hasty flight of the enemy was visible, and was reported from the tops. At twenty minutes after two, Captain Rodgers hoisted the flag of the Union over the deserted post. At forty-five minutes after two, I anchored, and sent Lieutenant Commander C. R. P. Rodgers on shore, with the marines and a

party of seamen to take possession, and prevent, if necessary, the destruction of public property.

The transports now got under way and came up rapidly, and by night-fall Brigadier General Wright's brigade had landed and entered upon the occupation of the ground.

I have said, in the beginning of this report, that the plan of attack designed making the reduction of Fort Walker the business of the day. In passing to the northward, however, we had improved every opportunity of firing at long range upon Fort Beauregard. As soon as the fate of Fort Walker was decided, I dispatched a small squadron to Fort Beauregard, to reconnoitre and ascertain its condition, and to prevent the rebel steamers returning to carry away either persons or property.

Near sunset it was discovered that the flag upon this fort was hauled down, and that the fort was apparently abandoned.

At sunrise, the next day, the American ensign was hoisted on the flag-staff of Fort Beauregard, by Lieutenant Commanding Ammen.

The Pocahontas, Commander Percival Drayton, had suffered from the gale on Friday night so badly as not to be able to enter Port Royal until the morning of the 7th. He reached the scene of action about twelve o'clock, and rendered gallant service by engaging the batteries on both sides in succession. Lieutenant Commanding H. S. Newcombe, of the R. B. Forbes, which vessel had been employed in towing in the Great Republic, arrived in time to take good part in the action; and, finally, the tug Mercury, Acting Master Martin commanding, employed his single Parrott gun with skill and effect.

After congratulating you upon the success, thus far, of an expedition which had its origin in the counsels of the Department, and which the Department has fostered and labored to render efficient, the gratifying duty remains to be performed of according to each and all their due share of praise for good conduct in this encounter with the enemy. This duty, though most welcome, is still delicate.

I am well aware that each one did his part in his place; and when I discriminate, it is in cases that necessarily fell under my own immediate observation.

I have no doubt that all would have embraced and improved the same opportunities of distinction; and in noticing those who were made prominent by their stations, or who were near me during the action, I am showing no invidious preference.

The General Order No. 2, already forwarded to the Department, expressed in general terms my commendation of the gallantry and skill of the officers and men.

The reports of the commanding officers of the several ships, herewith enclosed, do justice to those under them, while the results speak for the commanding officers themselves. The names of the latter are mentioned in the beginning of this dispatch. I refer with pleasure to them again. They did their duty to my satisfaction, and I am most happy to bear testimony to their zeal and ability.

The officers of this ship, to whom I am deeply indebted, will be mentioned by her Commander, C. R. P. Rodgers, in his special report.

It affords me the highest gratification to speak of the manner in which this ship was handled during the engagement,—owing in a great measure to the

professional skill, the calm and rapid judgment, and the excellent management of Commander C. R. P. Rodgers. His attention was divided between this duty and the effective service of the guns, which involved the estimation of distances, the regulation of fuses, and the general supervision of the divisions. His conduct and judicious control of everything within the sphere of his duty, though no more than was to be expected from his established reputation, impressed me with a higher estimation than ever of his attainments and character.

I had also an opportunity to remark the admirable coolness and discrimination of the First Lieutenant, T. G. Corbin. The good order, discipline, and efficiency in every respect of this ship, are to a great extent the results of his labors as executive officer, and they were conspicuous on this occasion.

Acting Master Stites, acting as pilot, was devoted and intelligent in the performance of his duties; and the Third Assistant Engineer Missimer, who attended the bell, was prompt and always correct.

Acting Master S. W. Preston, acting as my flag lieutenant, displayed throughout the day an undisturbed intelligence and a quick and general observation which proved very useful; his duties as signal officer were performed without mistake. This gentleman, and the young officers, Mr. Samson, Mr. Robertson, and Mr. Rowland, who were also under my eye in immediate command of the pivot guns and spar deck divisions, sustained the reputation and exhibited the benefits of the Naval Academy, the training of which only could make such valuable officers of such young men.

Commander John Rodgers, a passenger in this ship, going to take command of the steamer Flag,

volunteered to act upon my staff. It would be difficult for me to enumerate the duties he performed, they were so numerous and various; and he brought to them all an invincible energy, and the highest order of professional knowledge and merit. I was glad to show my appreciation of his great services, by allowing him the honor to hoist the first American flag on the rebellious soil of South Carolina.

My secretary, Mr. Alexander McKinley, was by my side throughout the engagement, making memoranda under my direction; he evinced the same cool bravery which he once before had an opportunity of showing under fire in a foreign land. It gives me pleasure to mention him here, as a gentleman of intelligence, of great worth, and of heartfelt devotion to his country.

I have yet to speak of the chief of my staff, and fleet captain, Commander Charles H. Davis. In the organization of our large fleet before sailing, and in the preparation and systematic arrangement of the details of our contemplated work,—in short, in all the duties pertaining to the flag officer,—I received his most valuable assistance. He possesses the rare quality of being a man of science, and a practical officer; keeping the love of science subordinate to the regular duties of his profession. During the action he watched over the movements of the fleet, kept the official minutes, and evinced that coolness in danger which to my knowledge for thirty years, has been a conspicuous trait in his character.

I have the honor to be, respectfully, your most obedient servant,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, Nov. 10th, 1861.

Lieutenant Commanding NAPOLEON COLLINS,
United States Gunboat Unadilla,
Port Royal Harbor:

Sir:— It has been reported to me by Lieutenant Commanding Ammen, that, on taking possession of the town of Beaufort under my order of the 8th inst., he found that most of the white inhabitants had abandoned the town, and that the negroes were committing excesses and destroying private property.

You will proceed with the most convenient despatch in the gunboat Unadilla, under your command, to Beaufort, where you will find the gunboat Pembina, Lieutenant Commanding Bankhead, and the gunboat Curlew, Lieutenant Commanding Watmough, and assume the command of the station.

You will employ your force in suppressing any excesses on the part of the negroes; and you will take pains to assure the white inhabitants that there is no intention to disturb them in the exercise of their private rights, or in the enjoyment of their private property.

Acting on this principle of conduct, you will pursue any other measures that may tend to create confidence, to bring back the people to their homes, and to re-establish order.

You will please send Lieutenant Commanding Watmough to report to me to-morrow morning, in person, upon the actual state of things, and upon the steps you may have found it expedient to take.

Any information you may have it in your power to collect concerning the state of the surrounding country will be valuable.

Very respectfully your obedient servant,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, Nov. 12th, 1861.

HONORABLE GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—I beg leave to enclose to the Department the report of Lieutenant Commanding Ammen and Lieutenant Commanding Sproston, which I trust will be found interesting; also the report of Lieutenant Commanding Collins, and a copy of my instructions to him in relation to the investment of Beaufort.

Respectfully your obedient servant,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, Nov. 14th, 1861.

To Acting-Lieutenant Commanding T. A. BUDD, U. S. S. Penguin,
Port Royal Harbor, South Carolina :

SIR:—You will proceed with the Penguin under your command, and blockade the harbor of Georgetown, South Carolina.

Captain Ringgold, of the Sabine, is the senior officer, and you will report accordingly on his arrival there, for I presume you will be in advance of him.

Enclosed is a memorandum of vessels suspected of intending to run the blockade, which you will deliver to Captain Ringgold, previously taking a copy of the same for your own use; also copy of a note from the Acting Secretary of State, F. W. Seward, to the Secretary of the Navy.

You will stop off Charleston and communicate with Captain Lardner, of the Susquehanna, delivering

the papers addressed to him, and informing him of your destination.

Respectfully your obedient servant,

S. F. DU PONT,

Flag Officer, etc.

P. S.—Letter just received from Captain Lardner. Report to him to cover Bull's Bay, or Edisto, as he may deem best. The Gem of the Sea, in that case, should go on to Georgetown, until I can get a steamer there; but all is left to Captain Lardner's discretion.

Flag Ship Wabash,
Port Royal, Nov. 18th, 1861.

Brigadier-General SHERMAN,
Commanding Military Forces:

MY DEAR GENERAL:—You will regret to learn that desecration and plundering, by persons in boats from the transports and coal vessels, have been going on. Houses have been broken into on Parry Island and elsewhere, and the furniture destroyed. In that of Dr. Meens, the amusement seems to have been to fire through a fine piano with pistols.

You will, I am sure, be pleased to learn that I have taken measures to arrest this nefarious practice on the water, so disgraceful to our arms, and so shocking to your sentiments and mine. In future, no boats from the transports will be permitted to land on the river shores, except they have a pass from some officer authorized by you to give one. I should be pleased to join you in any measure to prevent these practices that you may deem fitting and proper. This morning

I visited all the ships of the squadron, and in a few remarks to the crews enjoined upon them a rigid abstinence on this matter.

I will not trouble you here with another matter, but will see you on the subject. The captains of the transports apply to me to suppress mutinies, etc.; and to-day a large number of the Great Republic's men refused duty, and resisted being confined; but I sent a lieutenant on board, when, after speaking to them, twenty-three submitted at once, and were put in irons.

Hoping to get on shore to see you soon, I am, my dear General, yours most truly,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 18th, 1861.

To Commander S. W. GORDON, United States Ship Mohican,
Port Royal Harbor, S. C.:

SIR:—You will proceed to sea to-morrow, and cruise between Savannah and Fernandina for the general purposes of blockade, and for the special object of intercepting the vessels bound from Great Britain to Savannah or some other Southern port which is mentioned in the enclosed list.

My information concerning these vessels is minute and reliable; their cargoes are very valuable, and consist principally of munitions of war, clothing, and medicines.

You will not anchor unless you find it expedient, but keep under way within sight of the land, yet far enough off to command the view of an extended

range of coast. You will communicate with the blockading vessels on this part of our station, as opportunity may offer, to procure information; and you will read these orders to any senior or superior officer you may fall in with.

It being the object of your cruise to intercept vessels expected from sea, it will be desirable to avoid attracting notice from shore, and particularly to abstain from making any demonstration of your force.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 19th, 1861.

To Captain JOHN RODGERS, United States Navy,
United States Ship Flag, Port Royal Harbor, S. C.:

SIR:— You will proceed to sea, and report to Commander Missroon, off Savannah, for duty in aid of the blockade of that port.

I wish you, while there, to confer with Captain Missroon on the most feasible plan of placing obstructions on the bar of Tybee Entrance, for which, as you are aware, the Department has made extensive preparations.

A reconnoissance will probably enable you to form an appropriate estimate of the force on Tybee Island, and of the possibility of gaining access to the inner bar; but in making this reconnoissance, you will please to bear in mind that nothing need be risked.

If the information acquired by this reconnoissance should be important, I wish you to return and communicate it to me immediately.

I will not omit this opportunity of again calling your attention to the vessels bound from England to a southward port, mentioned in my recent dispatches. You have a list of them, and will please exercise the utmost vigilance in regard to them.

Respectfully your obedient servant,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 21st, 1861.

To Captain G. HANCOCK, R. N.,
Commanding H. B. M. Ship *Immortalité*,
and Senior Naval Officer on this Coast,
Port Royal Harbor, S. C.:

SIR:—I have had the honor to receive your communication of yesterday, conceived and expressed in a spirit of frankness and courtesy which commands my confidence.

I fully understand the necessity that must frequently arise for offering to the foreign residents of States and cities engaged in active war the protection of an armed vessel of their own nation. Such necessity has occurred in my own experience of foreign service; and I am so far from opposing the offer of such protection, that I shall be most happy, as you do me the justice to believe, to concur in it, and to add my own assistance to your efforts, whenever it can contribute to the security or convenience of your countrymen.

Accordingly, it affords me pleasure to say, that your presence *generally* in the *neighborhood* of my ope-

rations will not be regarded by me as in any manner unsuitable.

But, on account of the liability of misinterpretation, the unavoidable constraint which the constant presence of a foreign ship-of-war in my squadron would exercise, and for other obvious reasons, I should deem it objectionable to be followed systematically in my progress from point to point.

I shall offer you the highest proof of my confidence in your sentiments, and of my just appreciation of your candor, by making you acquainted, on the eve of my departure from this place, with the next point of intended debarkation, in order that you may be able to form a judgment of the necessity of your presence for the purpose of affording protection to Her Britannic Majesty's subjects.

I have the honor to be, very respectfully, your most obedient servant,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 21st, 1861.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—I have the honor to inform the Department that, on the day after the action of November 7th, I despatched the United States Steamer Augusta, Commander E. G. Parrott, to Savannah, to enforce the blockade of that port.

On the 11th, I despatched the armed bark Gem of the Sea, Acting-Volunteer Lieutenant J. B. Baxter,

to Charleston, directing him to report to Captain Lardner, of the *Susquehanna*.

On the 14th, I despatched the United States Ship *Florida*, Commander J. R. Goldsborough, to assist in the blockade of Savannah and the ports to the southward.

On the same day I gave orders to the *Penguin*, Acting-Lieutenant T. A. Budd, to proceed to the blockade of Georgetown; but before her departure, in consequence of a communication received from Captain Lardner, relating to Edisto and Bull's Bay, I modified his orders, directing him to report himself to Captain Lardner, for the purpose, if required, of assisting in the blockade of Edisto and Bull's Bay.

On the 18th of November, after the receipt of the telegram from Halifax, relating to the *Fingal*, I despatched the *Mohican*, Commander S. W. Godon, to cruise between Savannah and Fernandina, for the general purposes of blockade, and particularly for the special object of intercepting vessels bound from Great Britain to Savannah, or any other Southern port; and on the 18th, I despatched the steamer *Flag* also to Savannah. The vessels now engaged in blockade in my department are, the frigate *Sabine*, the steamer *Susquehanna*, the steamer *Alabama*, the steamer *Penguin*, the armed bark *Gem of the Sea*, the sloop *Savannah*, steamer *Augusta*, steamer *Florida*, steamer *Mohican*, steamer *Flag*, and frigate *St. Lawrence*.

The sloop-of-war *Dale*, engaged in the blockade off the coast of Florida, has come into this port for water.

The vessels now in this port have been constantly employed in various expeditions since their repairs,

and I purpose, to-morrow, to make an armed reconnoissance of St. Helena Sound.

A memorandum just received from Commander Parrott, of the *Augusta*, states that Commander John Rodgers, in the *Flag*, is engaged in sounding out and buoying the channel of Savannah.

I am looking hourly for the *Bienville*, with our ammunition.

I have the honor to be, respectfully, your obedient servant,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship *Wabash*,
Saturday evening, Nov. 23d, 1861.

To Brigadier-General SHERMAN, Commanding, etc.:

GENERAL:—I am thankful for the extract you have kindly sent me from Colonel Terry's report, for it confirms what Commander J. Rodgers, of the *Flag*, reported as his opinion.

He has been sounding the Savannah bar, and left again to-day, with three vessels, to continue his work up to Tybee. If the forts there have really been abandoned, which I shall know to-morrow, I will cork up Savannah like a bottle, by placing a frigate in the roads opposite Tybee, and out of range from Pulaski.

I feel some concern about the report of the *Fin-gal* getting in. If a week ago from last Sunday, or Monday, be meant in Colonel Terry's letter, it is barely possible she may have run the blockade; this would be the 10th of November. I had a steamer there on the 8th, and they have been going down ever since;

there are eight men-of-war now from Savannah to Fernandina, cruising and blockading.

The Fingal had but four pieces of ordnance; we have a complete invoice of her cargo, valued at £48,336. She had 24,000 lbs. of powder, 11,340 rifles, 400,000 cartridges, a half million percussion caps, etc.

We have had an expedition into Johnson's creek to-day; an intelligent negro informed the officer in charge of it that the rebels were intrenching at Port Royal Ferry depot, and had four guns mounted, the size of the smallest guns in the fort at Bay Point.

I am, General, yours very truly,

S. F. DU PONT.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 25th, 1861.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:—I have the honor to inform the Department that the flag of the United States is flying over the territory of the State of Georgia.

As soon as the serious injury to the boilers of the Flag had been repaired, I dispatched Commander John Rodgers to Tybee Entrance, the mouth of Savannah river, to report to Commander Missroon, the senior officer, for a preliminary examination of the bars, and for the determination of the most suitable place for sinking the proposed obstructions to the navigation of the river.

Captain Rodgers was instructed "to push his reconnaissance so far as to form an approximate estimate of the force on Tybee Island, and of the possibility

of gaining access to the inner bar;" and, further, "if the information acquired by this reconnoissance should be important, to return and communicate it to me immediately."

I was not surprised when he came back and reported that the defences on Tybee Island had probably been abandoned. Deeming it proper, however, to add the Seneca, Lieutenant Commanding Ammen, and Pocahontas, Lieutenant Commanding Balch, to his force, I directed him to renew his approaches with caution, and, if no opposition was met with, to occupy the channel.

I am happy to have it now in my power to inform the Department that the Flag, the Augusta, and the Pocahontas are at anchor in the harbor, abreast of Tybee beacon and light, and that the Savannah has been ordered to take the same position.

The abandonment of Tybee Island, on which there is a strong Martello tower, with a battery at its base, is due to the terror inspired by the bombardment of Forts Walker and Beauregard, and is a direct fruit of the victory of the 7th.

By the fall of Tybee Island the reduction of Fort Pulaski, which is within easy mortar distance, becomes only a question of time.

The rebels have themselves placed sufficient obstructions in the river at Pulaski, and thus, by the co-operation of their own fears with our efforts, the harbor of Savannah is effectually closed.

I have the honor to be, sir, respectfully, your most obedient servant,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,

Port Royal Harbor, S. C., Nov. 25th, 1861.

To Honorable GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:—Whilst waiting for the ammunition expected in the *Bienville*, I have not suffered the squadron to be idle. The men-of-war of small draft, and the tug *Ellen*, have ascended Broad and Beaufort rivers, and penetrated into the adjacent creeks. The country is everywhere in the same deplorable state.

The slaves are left to take care of themselves, except that occasional attempts are made by their former masters to carry them off at night, when, in case of resistance, extreme violence is used. A great deal of cotton of this year's growth, most of which is not ginned, is lying about in barns or in the open air. I have already taken the first steps towards collecting it, for I learn from the most intelligent of the slaves that orders are given to burn it, and several barns have been destroyed on Port Royal Island, on the approach of our vessels.

I have had the honor to report in a separate communication the occupation of Tybee Island.

This morning at four o'clock I dispatched a small squadron, consisting of the *Pawnee*, Commander Drayton, the *Unadilla*, Lieutenant Commanding Collins, and the *Pembina*, Lieutenant Commanding Bankhead, to examine the waters of St. Helena Sound, and to look at the defences, if any, on Hunting and Otter Islands, or at Morgan's or the Coosaw rivers; to inquire into the condition of the neighboring country and its inhabitants, and to take possession of any abandoned public property.

Very respectfully your obedient servant,

S. F. DUPONT,

Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 1st, 1861.

Commander J. S. MISSROON,
United States Ship Savannah:

SIR:— This letter will be placed in your hands by Commander C. R. P. Rodgers, the Captain of this ship, who will communicate to you the desire of the Commanding General and myself to obtain an approximate knowledge of the position and force of the enemy's battery south of Big Tybee Island, of which the reconnoissances by land made by Captain Gilmore, of the engineers, and the one communicated by yourself, were unable to acquire any satisfactory information.

The examination by land having proved insufficient, I have determined to attempt a reconnoissance by water, and Commander C. R. P. Rodgers has been assigned to this duty, under your direction. The gunboats Ottawa and Pembina go with him; and to these you will add such other vessels as you may think expedient.

The main object of the reconnoissance will be "to clear up this point,"—to use the language of the Commanding General, in an official communication to me of this morning,— "whether the enemy's battery is on the South Tybee Island, or further south;" or, in other words, whether it is on Little Tybee Island or Great Wassaw Island.

And this I beg you not to lose sight of. You will please remember that, according to the memoir of the coast of Georgia, by A. D. Bache, the Superintendent of the Coast Survey, Wassaw Inlet "is difficult to enter, and has not been surveyed;" and, further,

that the vessels of this squadron are about to be employed on other and important service.

I enjoin it upon you, therefore, not to allow any risk to be incurred; neither from an encounter with batteries the force of which is wholly unknown, nor from too near an approach to shoals and bars, the depths and currents of which have not been determined.

I shall rely upon your best judgment to see that my wishes herein are carefully complied with; and that the further prosecution of the original projects of the expedition is not crippled by the unnecessary exposure of the efficient vessels of the fleet.

Your own acquaintance with the ground, gained while in the blockade, will enable you to furnish Captain Rodgers with valuable suggestions.

Very respectfully your most obedient servant,

S. F. DU PONT,

Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 4th, 1861.

Honorable GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—The apprehension of losing possession of the Bay of St. Helena, so exceedingly valuable for a harbor, for its proximity to Charleston, and for the command it secures of large rivers supplying interior communication with the State of South Carolina, has induced me to dispatch a second expedition there, under Commander Drayton, with orders to hold Otter

Island until General Sherman is prepared to assume military occupation of it, when he will transfer the fort to his troops.

I have also dispatched Commander C. R. P. Rodgers to make a reconnoissance of Wassaw Inlet, in order to ascertain the position of the enemy's batteries there; information which the Commanding General has expressed to me his desire to obtain before landing troops on Tybee Island.

The Department will have the goodness to observe that in the necessary occupation of St. Helena Sound and of Tybee Roads, and in the examination of Wassaw Inlet, a large number of the vessels of my squadron is engaged, which will be released and employed on blockading duty as soon as Otter and Tybee Islands are held by the army.

Very respectfully your most obedient servant,

S. F. DU PONT,

Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 4th, 1861.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:— The second letter of the Department relating to the extinguishment of the lights of the blockading vessels is before me. The necessary orders on this subject were, I have the honor to inform the Department, immediately issued when the first letter on this subject was received.

Immediately after the capture of Port Royal I gave my attention to the blockade on the coast of

South Carolina. I closed up North Edisto, Stono, and Bull's Bay, besides maintaining the existing force off Georgetown, and doubling that off Charleston. The blockade of the latter is now so rigorous that the fishermen have been driven in, and the city of Charleston is deprived of its usual supply of fish.

Savannah is completely stopped up, and there has been an outer cordon of blockading vessels, comprising the *St. Lawrence*, the *Mohican*, and the *Seminole*, which covers the inner blockade of the coast of Georgia.

Unless my own sources of information are not to be relied upon, the agents of the United States abroad are sometimes misled by incorrect statements. The *Nashville*, for example, I have good reason to believe, is now at the wharf in Charleston, without coal or cargo.

There is one obstruction to a constantly efficient blockade, that can neither be removed nor overcome; and that is fog. The vessels that lie in wait to run the blockade, having skillful pilots, and being desperate in their attempts, cannot but sometimes succeed under the favor of fog or darkness.

From two recent captures, I am led to think that the contraband cargoes are divided and distributed in many small vessels before approaching the coast.

I have the honor to be very respectfully your most obedient servant,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 6th, 1861.

To Honorable GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—I have the honor to inform the Department that the fortifications at Wassaw Inlet have been abandoned by the rebels, after removing the guns, cutting up the platforms, and breaching one face of the fort.

For the circumstances attending this important discovery, and the temporary occupation of the waters of Wassaw Sound, as well as for a knowledge of the inner and ultimate line of defence selected by the enemy, I have the pleasure to refer to the accompanying report of Commander C. R. P. Rodgers, upon whose skill and judgment I relied for the execution of this undertaking.

Wassaw Inlet and Sound constitute a second entrance into Savannah river, and as twenty-one feet can be carried over the bar at high water, the passage is but little inferior to Tybee Entrance.

The highest point reached by Commander Rodgers was about eight miles from Wassaw bar, which is about ten miles from Savannah, and between four and five from Thunderbolt on one side, and Montgomery on the other. These two last places are described in the Coast Survey memoirs and reports.

I attach the highest value to this possession; but I must confess that the addition of the occupation of St. Helena Sound, Tybee Entrance, and Wassaw Sound by the navy, to the other demands upon the force which the Department has so liberally placed at my disposal, threatens to embarrass the duties of the blockade, and to postpone some other operations.

I hope therefore that the Department will find it possible to supply me with more gunboats and other vessels of that class propelled by steam; having which, I will venture to indulge in the expectation that the whole of the sea-coast of Georgia, and a great part of South Carolina, will be under the flag of the United States at no distant period.

Respectfully your obedient servant,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, Dec. 9th, 1861.

To Commander C. STEEDMAN,
United States Ship Bienville, Port Royal Harbor:

SIR:— Please proceed with all convenient despatch, and assume the blockade of St. Simon's Sound. You will find herewith some blockading instructions, modified in one of the articles; also, a list of vessels expected to run the blockade.

You are authorized to get Mr. Tice from the Flag, as coast pilot.

I am induced to believe that, since the more effectual blockade of Charleston and Savannah, St. Simon's Sound is more resorted to in order to forward cargoes from Brunswick.

Please collect all the information you can in reference to the coast defences, the feelings of the people, etc.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 12th, 1861.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—I have refrained all I could from troubling the Department with secondary matters, but will now ask of it the favor to order a band of music to be enlisted for this ship, according to the table of allowance.

My opinion, founded on long experience and observation, is that the moral, and, indeed, physical effect upon a large crew by music at stated hours is most salutary.

With great respect, I am, sir, your obedient servant,
S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 12th, 1861.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—I have the honor to transmit to the Department a report of Commander Percival Drayton of a second expedition to St. Helena Sound, made under his direction, and consisting of the sloop Pawnee, Commander Drayton, the gunboat Unadilla, Lieutenant Commanding Collins, the armed steamer Isaac Smith, Lieutenant Commanding Nicholson, the sloop Dale, Lieutenant Commanding Truxton, and the United States Surveying steamer Vixen, Mr. Boutelle, Assistant of the Coast Survey.

Commander Drayton left this port on the 5th inst., and proceeded farther up the Asshepoo than on

the previous occasion, and landed on Hutchinson's Island, where he found that all the buildings, including the negro houses, and the picked cotton, had been burned two days before. An attempt had been made at the same time to drive off the negroes, some of whom had been shot in their efforts to escape. Commander Drayton draws a most painful picture of the condition of the negroes, especially of the aged and infirm.

He afterwards explored the Coosaw as far as the entrance to Beaufort creek. Here he witnessed a similar scene of desolation; and such was the destitute state of the negroes, that he was induced by their earnest entreaties to bring some of them to Otter Island, where they were supplied with food by his order.

The Isaac Smith and Dale remain at Otter Island to assist the army in its maintenance.

Very respectfully your most obedient servant,

S. F. DU PONT,

Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 12th, 1861.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:—In the further prosecution of my examination of the inlets and sounds of the coast of Georgia, I directed Commander C. R. P. Rodgers to take under his command the gunboats Ottawa, Lieutenant Commanding Stevens, Seneca, Lieutenant Commanding Ammen, and the Pembina, Lieutenant Commanding Bankhead, together with the armed steamer Henry

Andrew, Acting Master Mather, and to proceed to Ossibaw Sound, where he was to inform himself as accurately as possible of the state of things in the inlet and sound, and in the Vernon and Great Ogeechee rivers.

It appears that there are no batteries on Ossibaw Island, or in the Great Ogeechee, up which river he ascended as far as Morrill's plantation, which he found abandoned.

There is a fort, advantageously placed and well protected by marshes on the side of the land, situated on the eastern end of Green Island. It now mounts eight guns, and is not yet completed; it commands not only Vernon river, but the Little Ogeechee, Hell Gate, the passage from Vernon river into the Great Ogeechee, and even the channel of the latter river.

Commander Rodgers' report is herewith enclosed.

I have the honor to be very respectfully, etc.,

S. F. DU PONT,

Flag Officer, etc.

United States Flag Ship Wabash,
Port Royal Harbor, Dec. 21st, 1861.

To Commander RIDGLEY,
St. Iago de Cuba:

SIR:—Please receive my thanks for the prompt manner in which you have repaired to this port and furnished me with the important information contained a dispatch to you from Consul-General Shufeldt, at the Havana. In reference to its subject matter, I deem the interests of the public service will be best subserved by your early departure for Nassau. You

will therefore proceed with St. Iago de Cuba, under your command, to that port; and after receiving from Lieutenant Commanding Temple, of the *Flambeau*, all the information he may have to impart to you, you will communicate with the United States Consul at Nassau, and get in an official form all the facts touching the subject matter of the Consul-General's dispatch.

You will perceive by the enclosed letters and extracts from the Consulate in London, that the *Gladiator* has been purchased by the rebels, and the vessel and cargo are rebel property, notwithstanding her English papers. She would be therefore open to capture, according to British rule and practice, one marine league from any British possession; but she is loaded with contraband-of-war for the rebel States, and you will make prize of her for this, and send her to New York to be libeled. You will, likewise, inform Lieutenant Commander Temple of this fact, and direct him to make a prize of the *Gladiator*, under the above-mentioned circumstances.

Notwithstanding the most unfriendly and indefensible procedure on the part of the authorities at Nassau, as set forth by Consul-General Shufeldt's letter to you, you will observe the utmost forbearance and discretion in all your intercourse with those authorities. At the same time, I rely with entire confidence upon your firmness and judgment to sustain our rights as a people, and as belligerents upon the ocean, whenever any unauthorized attempts may be made to encroach upon them. I leave to your sound discretion your own movements after communicating as above directed with Lieutenant Commander Temple and the United States Consul at Nassau, whether to return here with information to me, or to the Havana, or to go direct

to Baltimore with dispatches to the Navy Department; in case of the latter, showing these orders as your authority for so doing.

Should the cargo of the *Gladiator* be transhipped, whether at Nassau or Havana, I shall want early information of that fact.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship *Wabash*,
Port Royal Harbor, Dec. 23d, 1861.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—I have the satisfaction to inform the Department that the main channel leading into Charleston harbor has been obstructed by the sinking of a portion of the stone hulks sent out for this purpose.

I entrusted this work to the scientific skill of Captain Davis, my Fleet Captain; and the Department will perceive by his interesting report, herewith enclosed, that he has performed the task with his accustomed ability.

Apprehending that an attempt would be made to injure the defenceless ships and persons unavoidably exposed in front, I desired Captain Davis to take with him the *Mohican*, Commander Godon, the *Ottawa*, Lieutenant Commanding Stevens, and the *Pocahontas*, Lieutenant Commander Balch, as a covering force. These were judiciously placed so as to bring cross-fires to bear; but the enemy's steamers appeared only at a distance.

I have projects for the disposal of others of the stone vessels, deferring the execution of them until further operations are determined upon.

Besides the disposition of those on the Charleston bar, I have applied eight more to very useful purposes. Twenty-four of the first fleet have thus been disposed of. The Department is aware that one put back.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 23d, 1861.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—I have the honor to inform the Department that after due consideration I determined to modify the fifth rule of the "Blockading Instructions" heretofore issued to the commanding officers of the vessels under my command.

I was induced to do this in consequence of the commanding officer of one of the blockading squadron, considering himself bound under the former rule, warning off a vessel bound for one of the blockaded ports, with coal on board, and money in her coffers to purchase cotton, instead of seizing her and sending her in for adjudication, the captain of the vessel having admitted that he intended to run the blockade and obtain a cargo of cotton.

The modified rule is as follows :

"Every vessel proceeding towards a blockaded port is to be boarded and examined, and if on such

examination any irregularity appears in her papers, or there are discovered any suspicious circumstances attending her position or her cargo, and particularly if she had any knowledge of the blockade, such vessel is to be seized and sent in for adjudication."

Respectfully, etc.,

S. F. DU PONT,

Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 24th, 1861.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:—Since my last report upon the disposition of the blockading vessels, such changes have taken place as to make another report necessary, in order to keep the Department informed on this subject.

At present there are stationed:

Off Georgetown, the steamers James Adger and Augusta, and the sailing bark the Gem of the Sea.

Off Charleston, the steam sloop Mohican, the steamer Florida, and the sailing bark Roebuck.

Off Stono, the gunboat Pocahontas.

In North Edisto, the gunboats Seneca and Penguin.

In St. Helena Sound, the armed steamer Isaac Smith, and the sailing sloop-of-war Dale. These vessels command South Edisto.

In Tybee Roads, the steam sloop Pawnee, the steamer Wyandotte, the gunboat Ottawa, and the armed tugs Ellen and Henry Andrews.

Off or inside of Wassaw and Ossibaw, the steam sloop Seminole and gunboat Pembina.

Off Dobay and Sapelo, the steamer Alabama.

Off St. Simon's, the frigate *Susquehanna*.

Off Fernandina, the steamer *Bienville*.

The sloop *Savannah*, withdrawn from Tybee Roads, in consequence of her grounding at low water, has orders to form an outside line of blockade, by cruising from St. Augustine to Tybee Entrance, and the frigate *St. Lawrence* will proceed to sea to-day at noon on the same service.

It is my wish and purpose to hold every inlet and sound on the coast of South Carolina and Georgia, except, perhaps, Georgetown and Charleston, by having a sufficient number of vessels at anchor in them at all times. And, as soon as the size of the squadron will admit of it, vessels will be so stationed and furnished with supplies, and inspected by myself, from time to time, as may be necessary.

This last duty of personal inspection will be very much aided by having a steam dispatch vessel of convenient size and good speed, so that I need not be detained too long from my headquarters, for which I should be greatly obliged to the Department.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer, etc.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., Jan. 4th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—I have the honor to inform the Department that the attention of General Sherman and myself has been drawn for some time past to the design of the enemy to shut up our troops in Port Royal Island, by placing obstructions in Coosaw river

and Whale Branch, by constructing batteries at Port Royal Ferry, at Seabrook, and at or near Boyd's Neck, and by accumulating men in this vicinity in such a manner as to be able to throw a force of twenty-five hundred or three thousand troops upon any one of these points at short notice.

In a confidential communication of the 20th ult. (a copy of which I have the honor to enclose, but which the Department will perceive, on account of references to future operations, is not suited for publication), the General informed me that the time had arrived for arresting peremptorily the designs of the enemy, and for doing it in such a manner as would serve a subsequent purpose; and he requested me to furnish my quota of the force to be employed in this combined operation.

The plan of conduct having been fully determined in several conferences between the Commanders-in-Chief and the heads of the expedition, and the first day of the new year having been selected for the time of attack, I appointed Commander C. R. P. Rodgers to the command of the naval forces, consisting of the gunboats *Ottawa*, Lieutenant Commanding Stevens, *Pembina*, Lieutenant Commanding Bankhead, and the four armed boats of this ship, carrying howitzers, under the charge of Lieutenants Upshur, Luce, and Irwin, and Acting Master Kempff, all of which were to enter the Coosaw by Beaufort river, and of the gunboat *Seneca*, Lieutenant Commanding Ammen, and the tug *Ellen*, Acting Master Commanding Budd, both of which were to move up Broad river and approach the batteries at Seabrook and Port Royal Ferry by Whale Branch. The armed tug *E. B. Hale*, Acting Master

Foster, under the command of Lieutenant Barnes, was afterwards dispatched to Commander Rodgers.

The part assigned to the naval force was to protect the landing of the troops at Haywood's plantation (the first point of debarkation), to cover the route of the advancing column and the second point of debarkation, and to assail the batteries on their front.

I refer you, with pleasure, to the official reports for the occurrences of the day; and I have only to add that from the note from Brigadier-General Stevens (a copy of which accompanies this report), and from various other sources, I learn that the naval part of the expedition was conducted by Commander Rodgers with the highest skill and ability. I have the honor to transmit, herewith, his detailed report, which the Department will read with interest.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Jan. 8th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—I have the honor to enclose a communication from the surgeon of the Savannah to Commander Missroon, in reference to the scurvy prevailing in that ship. I believe all is doing there to check the progress of the symptoms, and the Fleet Surgeon is in receipt of a valuable communication on the subject from the chief of the Medical Bureau.

But I am convinced, however effective the medical

treatment may be, if some change be not made in the mode of supplying this squadron, that this scourge will spread, rendering it incumbent to send the ships North, which might be fatal to our operations.

I find it sufficiently trying to spare a vessel on account of broken machinery.

The supply-steamer Rhode Island passed Port Royal on the 11th of December, south, and the Connecticut on the 13th, going south. The latter ship has been over three weeks in New York, and before her arrival here will have consumed an entire month.

The Savannah, on being commissioned, left New York on the 30th of May last, and has had thirty-seven days fresh provisions. I regret I am scarcely prepared to make a suggestion; perhaps a beef-boat, with live cattle and vegetables, with a corral formed on shore, would come nearer to the requirement.

I trust the Department will not infer any spirit of complaint in the above, but only an earnest desire to prevent a great evil threatening our efficiency.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer, etc.

General Order No. 5.

United States Flag Ship Wabash,
Port Royal Harbor, S. C., Jan. 1st, 1862.

On and after this date the following general regulations will be observed by the commanding officers of the different vessels of this squadron, subject only to such deviations as the pressure of active war service and the class of ships may render necessary or ex-

pedient; and when the causes for such deviation may not be obvious to the flag officer or senior officer present, they must be reported, or permission to dispense with the regulation be asked for by signal or otherwise:

1. Before anchoring or getting under way, the permission of the flag officer or senior officer present must be asked by signal; and after anchoring, the condition of the ship must at once be assimilated to that of the flag ship, or that of the senior officer present; such as mooring or remaining at single anchor, sending up or down yards, loosing sails, etc.

2. Immediately after anchoring the commanding officer of the vessel will report in person to the flag officer or senior officer present.

3. Ships in the presence of the flag officer or of any senior officer are not, without his authority, to be put in a condition that may prevent or retard their proceeding to sea at any moment.

4. With the exception of the morning and evening guns, no fire-arms whatever are to be discharged from ships or boats, in the presence of the flag officer or senior officer present, without his authority.

5. No vessel arriving where the squadron is lying will be boarded until after a boat has been sent from the flag ship or that of the senior officer present.

6. Certain days to scrub clothes and hammocks will be designated, and strictly adhered to, except when such regulation may interfere with necessary work on board; no clothes or hammocks are to be hung up on other days without permission.

7. The time in the squadron will be regulated

by the bell of the flag ship, or that of the senior officer present.

8. Vessels of the squadron on coming into port from service, for coal, supplies, or repairs, will immediately proceed to procure them, and to get ready for sea, and when ready, to be so reported by the commanding officer.

9. Except by those vessels of the squadron which may arrive on Sunday, no reports or requisitions, or ordinary business, will be referred to the flag officer on that day, unless the exigencies of the public service require; and no unusual work must be done on Sunday, except for similar urgent reasons.

S. F. DU PONT,

Flag Officer,

Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,

Port Royal Harbor, S. C., Jan. 21, 1862.

To Commander J. S. MISSROON,

Commanding U. S. S. Savannah, Port Royal Harbor :

SIR :—I have your communication of this date, asking for service in an expedition now fitting out, in any capacity in which you can be useful.

I recognize in this application your well-known spirit and earnest zeal in the cause we are upholding; but when the Savannah came in from sea the preliminary work had already commenced for the expedition in question, and an officer, junior to you, assigned to the command of one of the divisions, which would pertain properly to you and to your seniority were I to acquiesce in your request.

In justice to this officer, and to the matured plan, I have to decline assenting to your application, while appreciating most highly the motives which prompt it.

I do this with less reluctance, because I feel assured there will be work for every one in the squadron before the accomplishment of the objects I have in view on this coast.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, Jan. 23d, 1862.

To Lieutenant ANDREW W. JOHNSON,
ex-officer, and others :

GENTLEMEN :—I think it my duty to acknowledge the receipt of your communication of the 22d inst., addressed to me at the request of Commander Missroon, referring to a newspaper article intended to impeach the official character of the latter.

Though appreciating the sensitiveness of Commander Missroon in this matter, the article in question caused but a smile on my part, who have known so long and so intimately his high character as an officer and gentleman, and his patriotic devotion under very trying circumstances, to the cause of our country.

Yet it cannot but be very gratifying to your commander to have the intelligent and cordial refutation of his commissioned officers, so creditable to him and to you, and let me add, as commander of the squadron, so agreeable to myself.

I have the honor to be, with great respect, your obedient servant,

S. F. DU PONT,
Flag Officer, etc.

Lieutenant ANDREW W. JOHNSON, ex-officer.

Surgeon HENRY O. MAYO.

P. Master A. W. RUSSELL.

Dr. JOHN CORBIN, Assistant Surgeon.

Flag Ship Wabash,
Port Royal Harbor, Jan. 28th, 1862.

To Honorable GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:—I enclose the report of Commander Parrott, on the disposition of the second stone fleet. All agree that the work was thoroughly done; and I reiterate my commendation, given in a previous communication, of Acting Master Bradbury, and Acting Master Webb, whose services are spoken of in Commander Parrott's report.

These officers will go by the first steamer to the North, in accordance with the Department's order, and are worthy of anything the Department can do for them. I regret to lose them from my squadron.

The *Peri*, mentioned in Commander Parrott's report, is safe.

The Department is misinformed, I infer from a letter received last night, as to the *Isabel* getting into Charleston by the *main* channel, where the previous fleet was sunk. The obstruction there is complete, and has not been moved by the late gales, the water breaking clear across.

The Isabel got in by Maffitt's channel, and as that portion of it included between Rattlesnake Shoal and the shore had been blocked up by the second stone fleet, the possibility of getting into Charleston is still more circumscribed.

The only channels remaining are the Swash and a portion of Maffitt's, and I have never less than three vessels covering them, which now ride out the gales at anchor.

Respectfully, etc.

S. F. DU PONT,
Flag Officer, etc.

General Order No. 7.

Flag Ship Wabash,
Port Royal Harbor, Feb. 1st, 1862.

The commanding officers of the vessels attached to this squadron will give special attention to all intercourse between the men under their command and the various plantations in their vicinity.

No stock or provisions of any kind must be taken without paying a fair price for the same to the negroes.

No boat from any of the ships of the squadron can be permitted to land anywhere but at Bay Point and Hilton Head, without a pass from the Fleet Captain.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 8th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—I have the honor to inform the Department that I have been making preparations for some time past for the attack on Fernandina, by calling in the appropriate vessels (which involved many changes in the blockade), and by filling up the supplies of coal and provisions. In some particulars my supply of ammunition is short; but a movement like that which I have now in contemplation keeps so many vessels idle during the period of equipment, that I shall not put it off on that account. I am waiting now for settled weather. A brigade under Brigadier-General Wright forms part of the expedition, and it affords me great pleasure to say that General Sherman will accompany it himself.

In the meantime I have, in conjunction with the military Commander-in-Chief, made a study of the best mode of cutting off the communication between Fort Pulaski and the city of Savannah. For this purpose a naval and military reconnoissance has been pushed in boats on the east side, through Cooper river, Mud river, and Wall's Cut, into Wright's river, and on the west side, into Little Tybee river or Freeborn's Cut.

Obstructions were met with in Wall's Cut, consisting of a double row of piles and a hulk. The former were removed by the army sufficiently to clear the passage.

At this stage of the proceedings it was found expedient to send one or more gunboats into Wright's river, to make a careful survey of the passage round Cunningham's Point into Savannah river, and a survey

of Mud river. It was decided by General Sherman and myself, in conference, to make a simultaneous movement on the opposite side, through Freeborn's Cut and Wilmington Narrows, which should serve as a demonstration to cover up our real purpose of an attack on Fernandina, and as a reconnoissance to answer the following inquiries: First, whether there were any troops or batteries on that side of Wilmington Island; second, whether the cut or narrows was navigable for gunboats with facility; third, whether the channels of Savannah river could be commanded from it, or whether the distance across the intervening marsh was too great; fourth, the direction and termination of this creek or narrows to the northward; and lastly, whether gunboats could lie in security in the creek without the efficient support of troops and guns on shore.

To carry out these views two of the regular gunboats and four of the small armed steamers were placed under the command of Fleet Captain C. H. Davis, who was accompanied by Commander C. R. P. Rodgers.

The transports containing the troops destined for Fernandina accompanied the naval detachment, and were left at anchor in Wassaw Sound.

For the circumstances and results of this demonstration and reconnoissance, I have the pleasure to refer you to the report of Captain Davis, accompanying this dispatch.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 10th, 1862.

To Lieutenant Commanding A. C. RHIND,
Commanding U. S. S. Crusader, North Edisto:

SIR:—I have your interesting report of the 7th inst., on your occupation of the waters of Edisto, and am much pleased with the energy of your supervision there.

A regiment leaves early in the morning for a military occupation; on which point they will land I have not been informed. So far the co-operation and harmony existing between the two arms of the service have been most satisfactory, and I am sure will be kept up, so far as depends upon yourself.

I sent your dispatch to the Commanding General, who kept it a couple of days, and I presume it assisted him in deciding where his force should be placed.

I am pleased to find that you are giving proper and kind attention to the contrabands. I will see the General as to removing them from Botany Bay Island.

Whenever the enemy occupy houses for resort or pickets, you are right in shelling them out, and if need be, burning down the buildings; but except from a military necessity, I recommend sparing private property.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer, etc.

General Order No. 8.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 13th, 1862.

Nothing in the suppression of this rebellion has been more difficult to contend with than information conveyed to the enemy of projected movements; sometimes by individuals holding places of trust, who have unexpectedly proved to be correspondents of the press, and not unfrequently by the publication of private letters.

A recent glaring instance of the former, in my own command, has led to my asking the Navy Department to issue a general order on this subject.

Until this order is promulgated, I hereby enjoin it upon every officer and man in this fleet to avoid such a violation of military propriety, and of the dictates of an honest patriotism; for whether intended or not, the result of the practice is to give aid and comfort to the enemy.

This General Order will be read at muster, on board of every vessel in the fleet.

S. F. DU PONT,
Flag Officer,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 13th, 1862.

To Commander JOHN RODGERS,
Commanding Naval Force, Wall's Cut:

SIR:—I have learned from Lieutenant Commanding Ammen all the particulars of your situation, and late proceedings in Wright's and Mud rivers, and of the

happy success which has attended the efforts of the army to plant a battery on Jones Island, at Venus Point.

I approve entirely of the project explained in your letter to the Fleet Captain, of placing a boom across the mouth of Mud river, and of mooring the Hale and Western World in the channel of the same river; the former across it in such a manner as to command the approach from Savannah river, and the latter boat to sweep the right flank of the battery over the north-west end of the Jones Island.

After this is done you will please return to this anchorage, bringing all the gunboats with all convenient expedition, except the Unadilla.

Until some other important operations, which have been agreed upon between General Sherman and myself, have been carried out, any further works contemplated by the army will have to be done with the limited protection of such vessels as it will be in my power to leave behind.

You will not therefore be able to go into Savannah river at present.

You will leave Lieutenant Commanding Collins in command, and furnish him with a copy of these instructions.

I shall expect to see you soon, by Sunday at farthest.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 18th, 1862.

To Honorable GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:—I have the honor to transmit herewith the reports of Commander John Rodgers and Lieutenant Commanding I. P. Bankhead, upon five infernal machines discovered in Savannah river, across the entrance to Wright's river.

Accompanying these reports is a drawing of these machines in detail, which, examined in connection with the enclosed reports, will render their construction and working perfectly intelligible.

Very respectfully,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 19th, 1862.

To Brigadier-General T. W. SHERMAN, Commanding Expeditionary
Corps, Hilton Head:

GENERAL:—I dismissed the messenger who brought your note of this morning, and ordered my barge, meaning to answer your inquiries in person, and to communicate to you some interesting details concerning our future movements. But the heavy mist, and the want of a tug to take me over, oblige me after all to resort to this less satisfactory mode of intercourse. I hope however to see you soon. I have perhaps to blame myself for not making a formal reply to your letter of the 26th ult., concerning the boats for landing; though, if I remember aright, the

subject has not been omitted in our personal interviews. I will take this occasion to say officially that it has always been my intention to give you the use of all the boats of the squadron for landing your troops, and to make this operation in every way easy and secure by the means in my own hands; though I have certainly hoped that before this the boats for which you have made a requisition would have been furnished.

I have to communicate to you a new project for landing the troops, which will very much lessen the difficulties,—provided you find no objection to its adoption.

Will the two hulks in Wassaw Sound be useful to you in the contemplated blockade of Lazaretto Passage? If so, they are entirely at your service.

But I hope to see you to-morrow.

Very truly yours,

S. F. DU PONT,

Flag Officer, etc.

Flag Ship Wabash,
Port Royal, Feb. 24th, 1862.

To General SHERMAN, Commanding Expeditionary Corps,
On board United States Steamer McClellan:

GENERAL:—After receiving your note I went on deck, intending to go on board the McClellan to see you, but found you had gone over to the other side.

I write therefore to say that I have thought over, most deeply, our conversation to-day, and have come to the conclusion, if the plan suggested by you is the best to cut off a retreating enemy, which I do not myself see, but of which you know of course best, it

is altogether un-naval for the capture of the batteries, and these have to be taken by the smaller vessels after you land, and whether you have succeeded or not in your object.

The squadron of gunboats has to go two miles in a narrow channel under a raking fire from three or four batteries, without knowing how far Fort Clinch is armed. Surely, if I can turn these or pass them on their weak sides, I could hardly be justified in taking any other course. I therefore am of opinion the sound should be first attempted, and if our pilots are correct, we shall pass through with all but the Wabash and Susquehanna, and land you at Fernandina, independent of weather. On the coast the landing could not be effected if the weather was easterly.

I shall hope to see you at Tybee or Wassaw. In the meantime I shall order my fleet to rendezvous at St. Andrew's.

Yours most truly,

S. F. DU PONT,

Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 25th, 1862.

To General T. W. SHERMAN, Commanding Expeditionary Corps,
Tybee or Wassaw :

GENERAL:— This northeast wind kills another day, but I think it is well the transports are not outside; and in this weather all landing on the coast would be out of the question; which reduces itself indeed to this, whether to wait here or at sea; beside giving information so much the longer to the enemy.

I thought I would send a vessel down with this, believing you would be glad to hear, and to know that we are only detained by the wind.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 27th, 1862.

To General T. W. SHERMAN, Commanding Expeditionary Corps,
Tybee or Wassaw :

GENERAL:—I have been much tried by the weather. The delay however brought my ammunition, but it was under hay and oats, and in spite of all I can do I have to leave my gunboats to receive it, who will follow, lest I miss the tide.

In haste, yours most truly,

S. F. DU PONT.

Flag Officer, etc.

P. S.—I leave with the coming tide, and shall be off Wassaw to-night or to-morrow morning.

S. F. D. P.

MEMORANDUM.

United States Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 27th, 1862.

The flag ship and the other vessels of the fleet in this port will be off Tybee Entrance and Wassaw Sound to-night or to-morrow morning.

Captain Drayton and Captain Gillis will please be on the lookout for signals, and be ready to leave port with the force under their command at a moment's notice, in compliance with previous orders. The Vandalia will remain in Tybee Roads, and the Norwich, Wyandotte, and Release will remain in Wassaw Sound.

No prescribed order of sailing for the fleet will be adopted until after leaving Wassaw, when the order will be conveyed by signal, if necessary.

Captain Mather, of the Henry Andrews, who goes to Tybee and Wassaw for this purpose, will leave a copy of this memorandum with Captain Drayton and Captain Gillis.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer, etc.

P. S. — Captain Drayton will please take Acting Master Philemon Dickinson, now on board the Vandalia, out of that ship, and retain him on board the Pawnee until we meet.

S. F. D. P.

CIRCULAR.

Flag Ship Wabash,
Off St. Andrews, March 1st, 1862.

The order of steaming while entering St. Andrews and passing through Cumberland Sounds will be the line ahead, in the following succession:

1. Ottawa.
2. Mohican, accompanied by Ellen.
3. Seminole.
4. Pawnee.
5. Pocohontas.
6. Flag.
7. Florida.
8. James Adger.
9. Bienville.
10. Alabama.
11. Keystone State.
12. Seneca.
13. Huron.
14. Pembina.
15. Isaac Smith.
16. Penguin.
17. Potomska.
18. McClellan.

The special attention of the commanding officers is called to the following particulars:

1st. The vessels will observe the closest order consistent with safety:

(a) for mutual support.

(b) to take immediate advantage of the pilotage of the preceding vessels.

2d. The vessels being in the closest order, the greatest caution will be observed in firing, to avoid

injuring neighboring vessels by the blast of the gun, and fragments of the shots.

3d. The utmost care will be taken to insure accuracy of fire, and avoid a useless expenditure of ammunition.

4th. The armed launches and small armed steamer will be disposed of by special order.

S. F. DU PONT,
Flag Officer, etc.

MEMORANDUM.

March 1st, 1862.

(Probably the joint agreement of Admiral Du Pont and Gen. Sherman.)

It is understood that the transports are to enter St. Andrew's preceded by the gunboats, and to proceed to the Cumberland Sound by the inland passage. Arriving near the southern extremity of Cumberland Island, a portion of the land force is to be landed in connection with the howitzers of the navy and a force of seamen, to carry the batteries at that point, and prevent the escape of their garrisons; the gunboats previously to open fire on these batteries. At the same time the remainder of the fleet will attack the batteries on Amelia Island, and having silenced such of the guns as bear upon the Amelia river, or as soon as it may be safe to attempt the passage, the transports will proceed to Fernandina, or its vicinity, and land the remainder of the troops—a gunboat being promptly sent up the river to a point where her guns can control the railroad crossing and bridge.

Should there prove to be a battery on McLure's

Hill, it will probably have to be silenced before the transports can effect a landing.

After landing and getting possession of the town, further movements must depend on the strength and position of the enemy.

Should the enemy succeed in effecting a retreat down Amelia Island before the troops can be landed, a naval force will be sent on the outside to intercept the retreat by firing across the island.

Memorandum for Captain Lardner.

Flag Ship Mohican,
Cumberland Sound, March 2d, 1862.

A contraband brings news that the enemy is abandoning Fernandina. Captain Lanier will give the particulars to Captain Lardner.

The flag officer wishes Captain Lardner to cut off the retreat by sea, if any is attempted within his reach, and to command the southern end of Amelia Island with his guns, the railroad included, if possible, and to endeavor to ascertain if the guns have been withdrawn from the forts on the north end of Amelia Island; or in other words, if the defences in Fernandina have been abandoned, and send him word. It is asserted that the guns are carried in a steamer through Nassau Sound, outside, into the St. John's.

S. F. DU PONT,

Flag Officer.

Flag Ship Mohican,
Cumberland Sound, March 2d, 1862.

To Commander P. DRAYTON,
United States Ship Pawnee:

(Confidential.)

SIR:—I have received information that the enemy is now abandoning Fort Clinch, and the earthworks on Amelia Island and the south end of Cumberland Island, which are in fact the objects of this expedition.

Instead therefore of waiting for daylight and the morning tide, which are necessary to the vessels of large draught, you will proceed in haste with the evening tide through Cumberland Sound into Fernandina harbor, and, taking possession, you will exert yourself to preserve public and private property, and to secure prisoners and munitions of war.

A portion of the troops will accompany you in the steamers Boston and McClellan. Major Reynolds' brigade of marines is also on board the latter vessel. Under the orders of General Wright the town will be garrisoned, and the railroad seized and occupied by the soldiers and marines.

I shall enter Fernandina on the morning tide through the main ship channel, with the remainder of the fleet.

A threat has been made to poison the wells; you will please make this known to prevent any injury from such an act of barbarism.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Mohican,
Harbor of Fernandina, March 4th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR :—I had the honor to inform you in my last dispatch that the expedition for Fernandina was equipped, and waiting only for suitable weather to sail from Port Royal. I have now the pleasure to inform you that I am in full possession of Cumberland Island and Sound, of Fernandina and Amelia Island, and of the river and town of St. Mary's.

I sailed from Port Royal on the last day of February in the Wabash, and on the 2d inst. entered Cumberland Sound by St. Andrew's Inlet, in the Mohican, Commander S. W. Godon, on board of which I have hoisted my flag. The fleet comprised the following vessels, sailing in the order in which they are named :

Ottawa, Mohican, accompanied by Ellen, Seminole, Pawnee, Pocahontas, Flag, Florida, James Adger, Bienville, Alabama, Keystone State, Seneca, Huron, Pembina, Isaac Smith, Penguin, Potomska, armed cutter Henrietta, and armed transport McClellan, the latter having on board the battalion of marines under the command of Major Reynolds, and the transports Empire City, Marion, Star of the South, Belvidere, Boston, and George's Creek, containing a brigade under the command of Brigadier-General Wright.

We came to anchor in Cumberland Sound at 10.30 o'clock on the morning of the 2d, to make an examination of the channel, and wait for the tide.

Here I learned from a contraband, who had been picked up at sea by Commander Lanier, and from the neighboring residents on Cumberland Island, that the

rebels had abandoned in haste the whole of the defences of Fernandina, and were even at that moment retreating from Amelia Island, carrying with them such of their munitions as their precipitate flight would allow.

The object of carrying the whole fleet through Cumberland Sound was to turn the heavy works on the south end of Cumberland and the north end of Amelia Island; but on receiving this intelligence, I detached the gunboats and armed steamers of light draft from the main line, and placing them under the command of Commander Percival Drayton, of the steam sloop Pawnee, I ordered him to push through the Sound with the utmost speed, to save public and private property from threatened destruction, to prevent poisoning the wells, and to put a stop to all those outrages by the perpetration of which the leaders in this nefarious war hope to deceive and exasperate the Southern people.

In the meantime I went out of the sound and came by sea to the main entrance of this harbor.

In consequence of bad weather I was unable to cross the bar till this morning. Commander Drayton, in the Pawnee, accompanied by Commander C. R. P. Rodgers, with the armed launches and cutters, and the small-arm companies from the Wabash, had arrived several hours before me.

Immediately on his entering the harbor, Commander Drayton sent Lieutenant White, of the Ottawa, to hoist the flag on Fort Clinch, the first of the national forts on which the ensign of the Union has resumed its proper place since the first proclamation of the President of the United States was issued.

A few scattered musket-shots were fired from the town by the flying enemy, when it was discovered that a railroad train was about to start. Commander Drayton, on board the *Ottawa*, Lieutenant Commanding Stevens, chased this train for two miles, and fired several shots at it, aiming at the locomotive, some of which took effect.

It is reported that the Hon. David Yulee, late a Senator of the United States from the State of Florida, escaped from this train and took to the bush.

Commander C. R. P. Rodgers, pushing ahead with the launches, captured the rebel steamer *Darlington*, containing military stores, army wagons, mules, forage, etc., and fortunately secured the draw-bridge, which was held during the night by the second launch of the *Wabash*.

There were passengers, women and children, in the *Darlington*, and the brutal captain suffered her to be fired upon, and refused to hoist a white flag, notwithstanding the entreaties of the women. No one was injured. I send the captain of the steamer home a prisoner. His name is Jacob Brock; he is a native of Vermont, but has been a resident of Florida for twenty-three years.

The same night Commander C. R. P. Rodgers ascended the *St. Mary's* with the *Ottawa*, and took possession of the town, driving out a picket of the enemy's cavalry.

Early in the morning the town of Fernandina was also occupied by a party of seamen and marines from Commander Drayton's command. In both places most of the inhabitants had fled, by order, it is said, of the rebel authorities. A company of seamen and marines,

under Lieutenant Miller, was sent from the Mohican to hold Fort Clinch.

It is reported to me by Lieutenant Commanding Downes, of the Huron, that the whole structure of the railroad on the Fernandina side, including the swinging draw-bridge, is quite uninjured. The rebels have done some damage by fire to the trestle-work on the other side of the river, but I am not yet informed of its extent. Several locomotives, baggage cars, tenders, freight cars, and some other property, besides that found in the steamer Darlington, have been recovered.

The whole number of guns discovered up to this time is thirteen, embracing heavy thirty-two pounders, eight-inch guns, and one eighty and one one-hundred-and-twenty-pounder rifled guns.

The towns of St. Mary's and Fernandina are uninjured. I visited the town, Fort Clinch, and the earth-works on the sea face of the island. It is impossible to look at these preparations for a vigorous defence without being surprised that they should have been voluntarily deserted. The batteries on the north and northeast shores are as complete as art can make them. Six are well concealed, are protected by ranges of sand-hills in front, contain perfect shelter for the men, and are so small and thoroughly covered by the natural growth and by the varied contours of the land, that to strike them from the water would be the mere result of chance. A battery of six guns, though larger and affording therefore a better mark, is equally well sheltered and masked.

These batteries, and the heavy guns mounted on Fort Clinch, command all the turnings of the main ship channel, and rake an approaching enemy. Besides these there was another battery of four guns on the

south end of Cumberland Island, the fire of which would cross the channel inside the bar.

The difficulties arising from the indirectness of the channel and from the shoalness of the bar would have added to the defences by keeping the approaching vessels a long time exposed to fire under great disadvantages; and when the ships of an enemy had passed all these defences they would have to encounter a well-constructed and naturally-masked battery at the town, which commands the access to the inner anchorage. We are told that General Lee pronounced the place perfectly defensible. We are not surprised at this, if true.

We captured Port Royal, but Fernandina and Fort Clinch have been given to us.

We had in the expedition Mr. W. H. Dennis, an assistant in the Coast Survey, who possessed accurate local knowledge of a part of the ground we passed over, of which indeed he had made the topographical map, under the direction of the superintendent. He was zealous and active, and it gives me pleasure to mention him.

The Empire City, on board of which was General Wright, grounded on the bar. As soon as he arrived (in another steamer), immediate steps were taken to transfer to him the forts, and all authority and possession on the land.

I desire to speak here of the harmonious counsels and cordial co-operation which have marked throughout my intercourse with this able officer. Our plans of action have been matured by mutual consultation, and have been carried into execution by mutual help.

I take great pleasure in reminding the Depart-

ment that one principal and ultimate object of the naval expedition which I have the honor to command was, in its first conception, to take and keep under control the whole line of the sea-coast of Georgia; knowing (to use the language of the original paper) "that the naval power that controls the sea-coast of Georgia, controls the State of Georgia."

The report that the fortifications at St. Simon's, armed with heavy columbiads, had been abandoned, which first reached me at Port Royal, is confirmed. This being the case, the entire sea-coast of Georgia is now either actually in my possession, or under my control; and thus the views of the Government have been accomplished.

Very respectfully, your most obedient servant,

S. F. DU PONT,

Flag Officer.

Flag Ship Mohican,
Fernandina, Fla., March 5th, 1862.

To Commander S. W. GODON,
U. S. S. Mohican:

SIR:— Before leaving Port Royal information reached me that the preparations of this expedition had caused the abandonment of the fort at St. Simon's Island, a very strong work, and that thirty cannon had been taken to Savannah.

This has been confirmed by two sources since. You will therefore proceed with the Mohican, under your command, taking with you the James Adger, Commander Marchand, and Potomska, Lieutenant Commanding Watmough, to St. Simon's Sound and Bruns-

wick, approaching with proper caution to ascertain the correctness of the above reports.

You will recover the lenses belonging to the light-house of Little Cumberland Island and St. Simon's, said to be in store at Brunswick.

After having ascertained the true condition of things at Brunswick, you will dispatch the James Adger to report to me at Port Royal.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

ORDER.

Dungeness House, March 6th, 1862.

This property, belonging originally to General Nathaniel Greene, a Revolutionary hero, and a native of Rhode Island, is now the property of his grandson, Mr. Nightingale. It is now ordered and enjoined upon all who may visit this place, to *hold every thing about the premises sacred*; and in no case to *disturb or take away any article without a special order from Commodore Du Pont, or General Wright.*

JOHN RODGERS,

Commander, U. S. N.

CHARLES STEEDMAN,

Commander, U. S. N.

March 8th, 1862.

Approved.

S. F. DU PONT,

Flag Officer.

Flag Ship Pawnee,
Fernandina Harbor, March 7th, 1862.

To Captain J. L. LARDNER, U. S. S. Susquehanna,
Off Fernandina :

SIR:— On the receipt of this order, without waiting for the mails, you will please proceed to Port Royal.

If everything is quiet there, and you find you can be spared, I wish you to take charge of the blockade off Charleston, embracing Stono, Bull's Bay, and Georgetown.

I consider it of the utmost importance that the blockade should be vigorously maintained, and I will send you as many vessels as can be spared.

The James Adger proceeds to-day to Charleston, and the Bienville will follow to-morrow, stopping however at Port Royal.

Please to retain the Augusta, Sumter, and other vessels now in that station, until they can be relieved, unless there should be an absolute necessity to send any of them to Port Royal.

Do not send any mails from Port Royal south, for any vessels except the Pawnee, Florida, and the four regular gunboats.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Pawnee,
Fernandina Harbor, March 7th, 1862.

To Lieutenant Commanding STEVENS,
U. S. Gunboat Ottawa:

SIR:— I desire that the St. John's river should be examined as far as Jacksonville; and I send all the light-draft vessels which can possibly, by my information, cross the bar of St. John's. I consider it a reconnaissance in force, not knowing whether any batteries have been erected since the evacuation of Fernandina, and I wish you to penetrate, under a sound discretion, as far as Jacksonville.

I have requested Brigadier-General Wright to send a battalion of troops in a light-draft transport, to accompany the expedition; and have desired him to direct the commanding officer to put himself in official relations with you. These troops may be of service in holding, temporarily, points after you pass, or more particularly to enable you to examine the condition of things in Jacksonville, taking any public property that may be there, destroying such as you may not be able to carry off that may be of military importance to the rebels, but respecting to the utmost private property. It is impossible for me to go further into details with my present knowledge; but I rely upon your judgment and discretion to carry out effectively the general objects of the expedition. It is not my intention to occupy any point on St. John's river, and I expect the troops to return with you.

If the blockade of St. John's can be maintained inside the bar sufficiently by one vessel, you will leave on your return the Isaac Smith; giving Lieutenant Commanding Nicholson the command in that river, to report as opportunity may offer to Commander Dray-

ton, at Fernandina, who is the senior officer on the coast of Florida, and the adjacent coast and waters of Georgia up to St. Simon's.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Off St. John's, March 9th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

(Unofficial.)

MY DEAR SIR: —I sent an official dispatch dated the 4th inst. to the Department, detailing events up to that time. The gunboat Ottawa on the same day ascended the St. Mary's river, about fifty miles above its mouth, without meeting any resistance. On her return, however, she was fired upon repeatedly by riflemen on the shore, whereby four of her men were wounded. She replied with grape and canister, killing and wounding a number of the enemy.

Fernandina is entirely in the possession of the army; and St. Mary's is commanded by the Penguin, rendering resistance on the part of the rebels useless.

I dispatched yesterday the gunboats Ottawa, Seneca, Pembina, Huron, and the steamers Isaac Smith and Ellen, to St. John's river, with directions to proceed up that river as far as Jacksonville, to which point it is said the enemy has retreated.

I intend also to send a vessel or two to St. Augustine, where, according to reliable information, there is but a small force of the enemy, who are not anxious to fight against us.

As soon as I can give the results of these expeditions, I will write to the Department in full ; though I may say in confidence that I have no doubt we have entire possession of the whole coast of Florida, as well as that of Georgia.

Respectfully and truly yours,

S. F. DU PONT,

Flag Officer.

P. S.—I have just communicated with the gun-boats. Lieutenant Commanding Stevens reports three batteries at the mouth of the St. John's river, with guns in them, deserted.

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Off St. Augustine, Florida, March 13th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—In my dispatch of the 4th inst., I had the honor to inform the Department of the fall of Brunswick, Georgia, the capture of Fernandina, Florida, of the town of St. Mary's, and the river of that name, one of the boundaries between these States; Cumberland Island and Sound; in short, the coast and inland waters from St. Simon's southward.

I send herewith interesting reports from Commander Percival Drayton, and Commander C. R. P. Rodgers, detailing the circumstances attending the capture of Fernandina and St. Mary's; and also an interesting extract from the report of Lieutenant Commanding T. H. Stevens, of a reconnoissance in the Ottawa, up the

river St. Mary's for fifty miles, which report had not reached me when my dispatch was sent.

Having on the 7th dispatched a division of my force to hold Brunswick, consisting of the Mohican, Pocahontas, and Potomska, under Commander Godon, I shifted my flag from the first-named vessel to the Pawnee, and organized another squadron of light vessels, embracing the four regular gunboats, Ottawa, Seneca, Pembina, and Huron, with the Isaac Smith and Ellen, under Lieutenant Commanding T. H. Stevens, to proceed without delay to the mouth of St. John's river; cross, if possible, its difficult and shallow bar, feel the forts if still held, and push on to Jacksonville; indeed, to go as far as Palatka, eighty miles beyond, to reconnoitre, and capture river steamers.

This expedition was to be accompanied by the armed launches and cutters of the Wabash, under Lieutenants Irwin and Barnes, and by a light-draft transport with the Seventh New Hampshire regiment.

After arranging with Brigadier-General Wright our joint occupation of the Florida and Georgia coasts, including protection from injury to the mansion and grounds of Dungeness, on Cumberland Island, originally the property of the Revolutionary patriot and hero, General Greene, and still owned by his descendants, and leaving Commander Percival Drayton in charge of the naval force, I repaired to this ship, waiting for me off Fernandina, and proceeded with her off St. John's, arriving there on the 9th.

The gunboats had not yet been able to cross the bar, but expected to do so the next day; the Ellen only getting in that evening. As at Nassau, which was visited by Lieutenant Commanding T. H. Stevens, on his way down, the forts seemed abandoned. There

being no probability that the Huron could enter, I dispatched her off St. Augustine, where I joined her, arriving here on the 11th. I immediately sent on shore Commander C. R. P. Rodgers, with a flag of truce, having reason to believe that if there were any people on this coast likely to remain in their homes, it would be at St. Augustine.

I enclose Commander Rodgers's most interesting report, which I am sure the Department will read with satisfaction.

The American flag is flying once more over that old city; raised by the hands of its own people, who resisted the appeals, threats, and falsehoods of their leaders, though compelled to witness the carrying off their sons in the ranks of the flying enemy.

This gives us possession of a second national fort of strength and importance.

Since writing the above I have received by the Isaac Smith the enclosed printed slip and report from Lieutenant Commanding Stevens, of his operations in the St. John's river, giving details of great interest.

From Lieutenant Commanding Nicholson, I learn with regret of the acts of vandalism on the part of the rebel commanders (not the people), in setting fire to vast quantities of lumber and the saw-mills in that region, owned by Northern men, supposed to have Union sympathies.

The Isaac Smith has arrived opportunely, as that vessel can get into St. Augustine, while it was doubtful whether the Huron could enter.

The latter I am sending to Fernandina, with dispatches to Brigadier-General Wright.

In all this varied and difficult service, having to contend with surf-shores, dangerous bars, and inland

navigation in an enemy's country, I think it due to the officers and men under my command to say that they have on all occasions displayed great spirit and ability, fully coming up to my requirements and expectations.

Very respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Off St. Augustine, Florida, March 14th, 1862.

To Lieutenant Commanding J. W. A. NICHOLSON,
U. S. S. Isaac Smith, off St. Augustine :

SIR:—So soon as the Isaac Smith can pass the bar, you will proceed to St. Augustine, and hold that harbor and city in the name of the United States Government.

The people remaining, some four-fifths of the population, are friendly or neutral, with probably some portion hostile to the Union.

You will guard the town from incendiaries, give protection to the inhabitants, and let them understand that while restoring the authority of the United States, their persons and property will be respected, and that a municipal government, established by them according to our Federal forms, will be recognized by you.

Major Doughty will land with the Marine Guard of the Wabash, and with the company of the 7th New Hampshire Regiment under Captain ———, now on board your vessel. You will see to their proper location, and give them all the assistance in your power.

Major Doughty will be senior officer on shore.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Off St. Augustine, Florida, March 15th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR :— Yesterday I forwarded an interesting dispatch to the Department by the Huron to Fernandina, with orders to send it by the first opportunity North.

The Rhode Island arrived here early this morning, and I have directed Lieutenant Commanding Trenchard to stop off Fernandina and take on board the mails. As he has no provisions to deliver, he will proceed North without stopping at Port Royal; communicating however with the light-boat at the bar.

The troops will be landed at St. Augustine to-day, to protect the town from being fired by the rebel soldiers, who are supposed to be still concealed in the adjacent country.

Further information from the St. John's river is satisfactory. The burning of the valuable mills and timber, with the fine hotel at Jacksonville, and the house of Mr. Robinson, a Union man, was by order of the rebel General, Trapler; who, after ingloriously flying with his forces from the town with very considerable means of defence at hand, sent a large detachment back for this incendiary purpose, on discovering that our gunboats had not been able on their first arrival to cross the bar.

Very respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Off St. John's, Florida, March 19th, 1862.

To Acting Master S. W. MATHER, U. S. S. Henry Andrews,
Off St. John's:

SIR:—You will please proceed with the Henry Andrews, under your command, off Mosquito Inlet, and report for duty to Acting-Lieutenant Commanding Budd, of the Penguin.

As far as possible I desire that the channel should be buoyed, and that reconnoissance be first made in boats, and if satisfactory, that the Henry Andrews shall cross the bar and blockade the inlet and Smyrna, from a suitable position.

The latest information from Smyrna is that a small fort of three guns has been abandoned. Mosquito Inlet has been much resorted to for the introduction of arms in small vessels, transhipped from English sailing vessels and steamers at Nassau. I am told that the "Caroline" or "Kate" has recently been there; whether she has left, you will of course ascertain, and if not, capture her and any other vessels there.

The accompanying letter contains information of importance in reference to large quantities of live-oak cut and prepared for shipment, but abandoned at the time of the breaking out of this rebellion. You will take possession of the same in the name of the Government, and I will endeavor to send at an early day a sufficient number of light-draft vessels to receive it, and transport it to the North.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Off St. John's, Florida, March 19th, 1862.

To Acting-Lieutenant T. H. BUDD, Commanding U. S. S. Penguin,
Off Mosquito Inlet :

SIR:—I send the Henry Andrews, Acting-Master Mather commanding, to report to you for duty.

You will please as far as you can, buoy out the channel and make reconnoissances in boats to ascertain the depth of water ; and, if satisfactory, direct the Henry Andrews to cross the bar and blockade the inlet and Smyrna.

If the rebel steamer "Caroline" or "Kate" has not left the inlet, capture her and all the other vessels found there.

From a copy of a communication which I have furnished Acting-Master Mather, you will perceive that there is said to be large quantities of live-oak timber, ready cut, inside of Mosquito Inlet. If this be so, I desire that the same should be taken possession of in the name of the Government, and so held until I can send some light-draft vessels to transport it to the North.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Off St. John's, Florida, March 19th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—I had the honor to inform the Department, in my communication of the 13th inst., that I had dispatched a division of my force to Brunswick under Commander S. W. Godon, consisting of the Mohican, Pocahontas, and the Potomska.

These vessels crossed St. Simon's bar on the 8th inst., and anchored at sundown within two miles of the forts commanding the channel.

On the following morning, Commander Godon, with his division, moved past the batteries, which he soon discovered had been abandoned, and immediately sent Lieutenant Commanding Balch with three armed boats to take possession of the batteries on St. Simon's Island; and Lieutenant Henry Miller, of the Mohican, with a suitable force, to take possession of the works on Jekyl Island.

On St. Simon's Island were two batteries, consisting of strong earth-works, and so arranged as to command the approach to St. Simon's Sound. There were twelve embrasures and numerous well-constructed magazines. No guns were mounted, but a ten-inch solid shot found near indicated the calibre of some of them.

On Jekyl Island were also two batteries, of much greater strength, however; one, furthest seaward and commanding the main channel, was a bomb-proof work, constructed of palmetto logs, sand bags, and railroad iron; well supported, and braced from the interior with massive timbers. It had mounted three case-mated guns, though these, their carriages, and all ammunition, had been removed. The other battery, five hundred yards landward, consisted of two casemates, and an earthwork capable of mounting four guns in barbette. A magazine and a hot-shot furnace were attached.

Both Simon's and Jekyl Islands had been deserted.

After examining the batteries, the vessels passed up the sound to Brunswick, and anchored off the town. A fire was observed near the wharf, which

proved to be the railroad depot and wharf, the work of retiring soldiers. Lieutenant Commanding Balch, with a large force, covered by the guns of the *Potomska*, landed at Brunswick without any show of opposition, and hoisted the American flag on the Oglethorpe House.

The town was entirely deserted: and nearly all property which could be removed had been taken away. The lenses belonging to the light-house at St. Andrew's and the light-house at St. Simon's (the latter building having been destroyed by the rebels), could not, after careful search, be discovered. The channel buoys for the river are still there, but out of place.

Proclamations were posted on several public buildings, urging the inhabitants to return to their homes, and promising protection to the property of all good citizens, and the party then returned to their vessels. Nothing was removed from any of the houses; the men under Lieutenant Balch's command carefully abstaining from injuring or taking away the private effects of the inhabitants. I enclose a copy of Commander Godon's interesting report.

Very respectfully your obedient servant,

S. F. DU PONT,

Flag Officer.

Flag Ship *Wabash*,
Off Mosquito Inlet, Florida, March 24th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:—I have to report to the Department some casualties that have occurred to officers and men belonging to two of the vessels of my fleet; casualties as painful as they were unexpected; but the loss of

gallant lives has expiated the error of judgment which enthusiastic zeal had induced.

The Department was informed, after the capture of Fernandina, that so soon as I should take possession of Jacksonville and St. Augustine, I would give my attention to Mosquito Inlet, fifty miles south of the latter, which, according to my information, was resorted to for the introduction of arms transhipped from English ships and steamers, at the British colony of Nassau, into small vessels of light draft.

I accordingly ordered the Penguin, Acting Lieutenant Commanding T. A. Budd, and the Henry Andrews, Acting Master S. W. Mather, to proceed to this place, the latter to cross the bar, establish an inside blockade, capture any rebel vessels there, and guard from incendiarism large quantities of live-oak timber on the Government lands, cut and ready for shipment, to which the Department had called my attention.

On reaching here myself, on the 22d, I was boarded by the executive officer of the Penguin, and informed that Lieutenant Commanding Budd, with Acting Master Mather, had organized an expedition from the two vessels, and had moved southward through the inland passage leading into Mosquito Lagoon, passing Smyrna with four or five light boats, carrying in all some forty-three men.

Soon after this report, which I heard with anxiety, the results were developed. It appears that after going some fifteen or eighteen miles without any incident, and while on their return and in sight of the Henry Andrews, the order of the line being no longer observed, the two commanding officers, quite in advance, landed under certain earthworks which had been abandoned or never armed, near a dense grove of live-

oak, with underbrush. A heavy and continuous fire was unexpectedly opened upon them from both these covers. Lieutenant Commanding Budd and Acting Master Mather, with three of the five men composing the boat's crew, were killed; the remaining two were wounded and made prisoners.

As the boats came up they were also fired into, and suffered more or less; the rear boat of all had a howitzer, which however could not be properly secured or worked,—the boat not being fitted for the purpose,—and could therefore be of little use. The men had to seek cover on shore, but as soon as it was dark, Acting Master's Mate McIntosh returned to the boats, brought away the body of one of the crew who had been killed, all the arms, ammunition, and flags, threw the howitzer into the river, passed close to the rebel pickets, who hailed but elicited no reply, and arrived safely on board the *Henry Andrews*.

On hearing of this untoward event I directed Commander Rodgers to send off the launch and cutters of this ship, under Lieutenant Barnes, to the support of the *Andrews*. The boats crossed the bar at midnight, and the next morning the vessel was hauled close up to the scene of the late attack, but no enemy could be discovered.

The bodies of Lieutenant Budd and Acting Master Mather were received under a flag of truce, and the commanding officer, a Captain Bird, who had come from a camp at a distance, made some show of courtesy by returning papers and a watch, as if ashamed of this mode of warfare; for these were the troops that, with sufficient force, means, and materials for a

respectable defence, had ingloriously fled from St. Augustine on our approach.

I enclose a copy of my instructions to Acting Lieutenant Budd, the original of which was found on his person, and was one of the papers returned by the rebel officer.

Lieutenant Commanding Budd and Acting Master Mather were brave and devoted officers. The former commanded the Penguin in the action of the 7th of November, and received my commendation. The latter, in the prime of life, was a man of uncommon energy and daring; had no superior, probably, among the patriotic men who have been appointed in the navy from the mercantile marine.

Very respectfully your obedient servant,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Off St. Augustine, Florida, March 25th, 1862.

To G. A. PACETTI, Mayor; CRISTOBAL BRAVO, MATHIAS LEONARDI, JOHN S. MASTERS, EMANUEL J. DE MEDICES, Aldermen; MATHEW SOLANO, B. E. CARR, GEORGE BURT, DAVID R. DUNHAM, C. M. BRAVO, NICHOLAS ROGERO :

GENTLEMEN:—It gives me pleasure to acknowledge the receipt of your courteous and agreeable note of to-day, in which you speak in most kindly and complimentary terms of Major Isaac T. Doughty, the commander of marines on shore.

I will transmit to him the expressions of your regard and appreciation.

In reference to your application that the Marine

Guard, under Major Reynolds, should be stationed within your city, equally complimentary, I have to say that the disposition of forces on land belongs to the military commander of this Department, Brigadier-General Sherman.

Lieutenant Commanding Nicholson, of the United States ship *Isaac Smith*, will represent my authority in the waters in and around St. Augustine; and I am convinced that within his province he will aid in every way in his power, not only to promote the security of the city, but to contribute, in conjunction with you, gentlemen, to its welfare in every manner.

I beg you, gentlemen, to receive the assurance of my regard and sympathy; and to accept this acknowledgment and appreciation of the position which you have assumed in the embarrassing circumstances surrounding you.

I remain, with great respect and consideration,
your most obedient servant,

S. F. DU PONT,
Flag Officer.

Flag Ship *Wabash*,
Off St. John's, Florida, March 20, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—I have to inform the Department that I have heard from Commander Godon of a dastardly and concealed attack made upon a boat's crew of the *Pocahontas*.

As I have informed the Department, Lieutenant Commanding Balch visited the town of Brunswick with-

out anywhere discovering an enemy. A reconnoissance had also been made for some miles up Turtle Creek, with the same results; the rebels having apparently fled into the interior.

On the afternoon of the 11th, Assistant Surgeon A. C. Rhoads, of the Pocahontas, by permission of his commanding officer, landed with a boat's crew near the town, for the purpose of procuring some fresh beef for the ship. Having accomplished his object, the boat was returning to the Pocahontas, but had scarcely gone twenty yards from the beach when they were suddenly fired upon by a body of rebels concealed in a thicket, and I regret to report that two men, John Wilson (O. S.), and John Shuter (O. S.), were instantly killed, and seven wounded; one, William Delaney (O. S.), mortally, and two seriously, viz., William Smith (2d first-class fireman), and Edward Bonsall, coxswain.

After the rebels had fired their first volley they called out, in most offensive language, to surrender; but this demand was refused by Dr. Rhoads, who, with the assistance of Acting Paymaster Kitchen, and his wounded boat's crew, pulled as rapidly as he could toward the Pocahontas, the enemy continuing their fire.

In a few minutes a shell from one of the eleven-inch guns of the Mohican dropped among them, and quite near to another company of about sixty men, which was advancing rapidly. The rebels scattered and fled in all directions. Several shells were also fired at a locomotive and train observed in the distance, and it is supposed with effect.

Throughout this cowardly assault Dr. Rhoads displayed great coolness and courage, and in his report

of the occurrence, whilst commending the crew generally, he especially mentions the bravery exhibited by Daniel Harrington (landsman), into which I shall make further inquiry.

Enclosed are the reports of Commander Godon, Lieutenant Commanding Balch, and Assistant Surgeon Rhoads.

I am, sir, very respectfully your obedient servant,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Off St. John's, Florida, March 21st, 1862.

To Hon. WILLIAM MARVIN,
Judge United States District Court:

MY DEAR JUDGE:—I have just communicated with General Sherman on his return from Jacksonville.

A meeting was called there last night, by the citizens, and the strongest Union resolutions passed, expressing the determination of the people of Florida to be a part of the Union, and condemning the Confederate State Government as never having been approved by the people of Florida.

The steamer Jackson hove in sight as I received this intelligence from General Sherman; and thinking it might be agreeable to you to receive the information, I send these few lines. Another regiment will be sent to Jacksonville to-morrow.

The gunboats have been up the St. John's a second time; finding the steamer St. Mary's and yacht America at Haw Creek, at the head of Dunn Lake. They had both been sunk by the rebels, but can be raised

with ease. It seems the yacht was purchased to send to England, with Messrs. Mason and Slidell.

We have no later news from the North than what will be given you by Captain Woodhull, who passed yesterday. If what he heard be true, as believed at Jacksonville, that Pensacola has been abandoned, it would indicate a combination of all the rebel forces at some fitting point at which to make a great and final struggle, staking the whole issue on the result.

The sudden and unexpected victories in the West have produced this marvellous change in their policy and arrogance. A Charleston paper of the 13th inst. tries to allay the extreme panic produced in that city by the evacuation of Manassas, in a brief paragraph; which, however, in itself clearly shows the consternation prevailing there in consequence of this unexpected intelligence. I shall squeeze them soon from Edisto, my gunboats having already been up to Legare's plantation.

If Commodore McKean should be at Key West, give my warmest regards to him.

With great regard, yours most truly,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal, S. C., March 28th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:—Since my dispatch of the 19th inst., I have received another interesting report from Commander S. W. Godon, giving the details of a reconnoissance by the inland passage from Brunswick to Darien, a copy of which I enclose.

Commander Godon, with the Pocahontas, Lieutenant Commanding Balch, and the Potomska, Acting Lieutenant Commanding Watmough, with the launch and howitzer of the Mohican, in charge of Lieutenant Miller, proceeded to open the interior communication between St. Simon's Sound and the Altamaha river. He soon encountered an obstruction, consisting of a double row of heavy piles, with their tops just above water at low tide. In a few hours a sufficient number were removed, and the Pocahontas and Potomska passed through, but had advanced only five miles further when another obstruction of the same kind was met with. After an unavoidable delay, owing to the rising of the tide, this also was removed, and both vessels entered the Altamaha. As they turned into the river, two rebel steamers were seen moving off from the wharf at Darien with full head of steam, rendering pursuit useless, particularly as the brasses of the Potomska's shaft-bearing had broken, in a measure disabling that vessel.

Commander Godon learned from some contrabands who came off from shore, that Darien, like Brunswick, was deserted; a company of horsemen only remaining in the town, with the intention of firing the place should the steamers approach it.

Owing to the crippled condition of the Potomska, Commander Godon did not deem it advisable to push his reconnoissance further; and, accordingly, returned through the passage that he had cleared to his anchorage at Brunswick. He visited a number of plantations on St. Simon's Island. With but one exception, all were deserted, though some time previously fifteen hundred troops had been quartered there.

Commander Godon speaks in warm terms of

Lieutenant Commanding Balch, and Acting Lieutenant Commanding Watmough, as well as of the officers and crew of the vessels under his command, in which I heartily concur; adding to these, however, commendation of the zeal and ability of Commander Godon himself, in carrying out my views in reference to our occupation of this important section of the coast of Georgia.

I am, sir, very respectfully your obedient servant,
S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Off Port Royal, S.C., March 28th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:—On being boarded this afternoon, while entering Port Royal Harbor, by Commander Gillis, of the Seminole, I had the satisfaction to learn that formidable batteries at Skiddway and Green Island had been abandoned by the rebels; the guns having been withdrawn in order to be placed nearer Savannah.

The abandonment of these batteries gives us complete control of Wassaw and Ossebaw Sounds, and the mouths of Vernon and Wilmington rivers, which form important approaches to that city.

I enclose the report of Commander Gillis, and also a memorandum of information given by a contraband, which may be of some interest to the Department.

I am, sir, very respectfully your obedient servant,
S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Off St. John's, Florida, March 21st, 1862.

To Lieutenant Commanding T. H. STEVENS, United States
Gunboat Ottawa, Senior Officer in the St.
John's River, Florida:

SIR:— Your several interesting communications, detailing events in the St. John's river, have been duly received; the first one, dated the 13th, just before my last dispatch to the Department; and I had the pleasure of forwarding it to the Honorable the Secretary of the Navy.

The success of the expedition under your command has exceeded my expectations; and I cordially approve of every step you have taken in carrying out my general order; and trust with you that mild yet firm measures will result in detaching Florida from this causeless and wicked rebellion.

General Sherman has determined to send another regiment to Jacksonville, which in all probability has already arrived there.

I hope you will be successful in raising the sunken steamer St. Mary's and the yacht America.

Your reconnoissance, already so well pushed forward, will enable you to express an opinion as to the amount of force you will require for the proper protection of St. John's river, and moral support to the inhabitants by your presence.

The Ellen, you are aware, is almost broken down; if you can have her repaired at Jacksonville, do so; if not, she must be sent to Port Royal. I will see to your receiving coal, provisions, and stores, and to the forwarding of your mails with all the punctuality I can command.

Respectfully, etc.

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., March 28th, 1862.

To Brigadier-General T. W. SHERMAN, Commanding Expeditionary
Corps, Hilton Head:

GENERAL:— I returned to this harbor last evening, and your letter to the commanding naval officer has just been brought to me.

Should there be any truth in the report of iron-clad vessels, of which I do not believe a single word, the small tugs and launches would be of little avail.

I must dispatch the Susquehanna and Keystone State on important duty to-morrow; and find it necessary to withdraw the boats of the one, and a portion of the crew of the other, before I could do it.

I have written already to withdraw several light-draft vessels now co-operating with the army at Fernandina, and on the St. John's river.

General, whenever and wherever I can further your operations and plans, I shall ever be ready; but you must allow me to say that I never expected that a naval force could be required to protect the batteries on Venus Point and Bird Island, *after* they were completed; and, if this be necessary, and General Viéle or yourself put any credit in the reports alluded to, the sooner these batteries are strengthened the better. I learn my gunboats are aground nearly the whole of the twenty-four hours. Under such circumstances I am not satisfied that is not my duty to withdraw every one of them.

One of the tugs I require for squadron duty; the other, so soon as watered, will return to-morrow.

I am, General, with great respect, your obedient servant,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., March 29th, 1862.

To Brigadier-General T. W. SHERMAN, Commanding Expeditionary Corps, Hilton Head, S. C.:

GENERAL:—I have just received copies of a letter from Lieutenant Commanding Collins to Captain Lebenaw, Assistant Adjutant-General at Daufuski, reporting the appearance of an iron-clad vessel under Fort Jackson; also the copy of a letter from General Vielé to you.

Just before receiving these, Captain Hamilton called upon me, in your name, to ask that the two tugs, Pettit and Mercury, should go into the Savannah river to give protection to the sinking there of certain hulks.

I yielded to this request; but I do not see how two small tugs, not intended for offensive purposes, can give protection against Commodore Tatnall's steamers, whether there be an iron-clad vessel or not; and the larger gunboats would in all probability run aground. I will, however, place these tugs at the disposition of General Vielé, who will, I presume, see that they are not improperly hazarded.

In reference to General Vielé's letter to you, expressing the opinion that unless the channel is closed at once by hulks, or otherwise, the navy will lose the greater part of the blockading fleet, I do not understand whether the General alludes to the blockading fleet on the coast, generally, or to that portion of it stationed in and near Wall's Cut.

The naval blockade of Savannah river is established at Tybee Roads; the vessels in Wright and Mud rivers are there at your request, to assist the batteries, as I understand it; having them there, formed no part of a plan of mine.

Will you do me the favor, General, to write me what your wishes are on the subject?

I am, General, respectfully and truly your obedient servant,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 1st, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:— During a recent cruise in this ship on the coast, extending as far south as Mosquito Inlet, east Florida, I have endeavored to ascertain the condition of the light-houses as left by the rebels, believing such information would be of interest to the Light-House Board.

1st. The tower at Cape Roman is standing, but the lantern and iron railing at the top were all broken, and the apparatus itself ruthlessly destroyed; the blockading officer, who landed under it, having picked up the prisms.

2d. The structure at Bull's Bay seems to have been treated in the same way, everything being recklessly broken, down to the oil cans, etc.

3d. At Charleston, the tower was blown up last winter.

4th. At St. Helena, the tower was likewise blown up, immediately after our occupation here. Portions of the lens were recovered and sent North.

5th. At Tybee, the Board is aware that the tower is standing, but the interior was burned, and the lan-

tern much injured. It is presumed the lens was taken to Savannah.

6th. At Little Cumberland, the tower and lantern are injured; the lens, with that of St. Simon's, was carefully packed and sent to Brunswick, but the commanding officer there, Commander Godon, has not been able to find them in the store indicated by the light-house keeper at Little Cumberland.

7th. The tower and lantern at Fernandina remain in good order, but the lens has not been recovered. It is said to have been taken to Tallahassee.

8th. At the mouth of the St. John's, both the new and the old tower are standing, the new one in good order. The officer holding St. John's river, Lieutenant Commanding Stevens, has orders to search for the apparatus, and collect all the aids to navigation. Many of the buoys have been found, including the bell buoy.

9th. At St. Augustine, the tower is in perfect order. The rebel collector who remained at first denied knowing where the apparatus was, but on my having him arrested, with orders to have him kept on board the gunboat in the harbor until it was produced, he dispatched carts to the country, and it has been brought in, together with the apparatus belonging to the Cape Canaveral light-house. They seemed to have been carefully packed, and are now in charge of Lieutenant Commanding J. W. Nicholson, on board the Isaac Smith. I am not aware of the intentions of the Board as to the re-lighting this coast, nor am I prepared to make any suggestions in reference to it. Where we have an inside blockade, as at Bull's Bay, Edisto, St. Helena, Tybee, Brunswick, Fernandina, St. John's river, and St. Augustine, it could be done with security, excepting perhaps Bull's Bay. There is, how-

ever, no commerce yet, and the men-of-war and transports have pilots. A regular buoy tender to avoid the chartering of a vessel might be of service. On the whole we are getting on well, and this work might be commenced more advantageously later. May I ask how the people in the Port Royal light-vessel are to be paid? The captain came yesterday to see me about it. As yet they have had nothing, as you are aware. Directing expenditures outside of the regular expenditures, even in time of war, is difficult to accomplish; but these men are suffering.

With my best respects to the individual members of the Board, and cordial regards to yourself, I am very respectfully your obedient servant,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 3d, 1862.

To Honorable GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—I have been deterred from pressing the Department on a particular point, knowing how tremendous the calls are upon it from every quarter, and what gigantic and successful efforts it makes to meet them. I can, however, no longer refrain from stating that my force is not adequate to the work I have in hand. The occupation of the coasts of Georgia and Florida, having absorbed so many of my vessels, particularly where a military force has not been placed, cripples me much.

In addition to this some of my most valuable

vessels are breaking down in their machinery and hulls; others, not coppered, will soon be destroyed by the worms, if I cannot at least beach them and put on some description of coating.

The tugs Mercury and Pettit, most important to the efficient dispatch of the vessels of this squadron when they come in for supplies, are both with the army at Wall's Cut; three gunboats besides are in Mud and Wright rivers, aiding in the army defences.

I would thank the Department to let me have four more vessels of light draft, of the regular class, two of the double-rudder, and two of the gunboats, and, in addition, two tugs like the Pettit and Mercury.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 3d, 1862.

To Brigadier-General T. W. SHERMAN:

GENERAL:—I understand you are transferred to another military department, and are about to leave Port Royal.

It would be doing injustice to my feelings, and to our late intimate official relations, were I to permit you to depart without expressing the high appreciation of the vigorous and harmonious co-operation with which you have ever been ready to assist in, or lighten the heavy responsibilities of my own command.

I shall remember our past association, professionally and personally, with pride and satisfaction; and shall ever bear testimony to the unflagging zeal with which you have availed yourself of every means in your

power to secure an effective tenure of this coast, while preparing a base of operations which, with the reinforcements you had a right to look for, would have led to more brilliant, but in no manner more important results than those you have accomplished.

Wishing you every success in your new sphere of action, I am, General, with great respect, your most obedient servant,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 3, 1862.

To Commander S. W. GODON,
Commanding United States Steamer Mohican:

SIR:— You will find an extract from a communication received by me from Brigadier-General Benham, who commands this division of Major-General Hunter's department. It will assist you in getting at the condition of things in and around Wassaw.

The General seems desirous to have some reconnaissance made up Wilmington river, and I think it would be well to ascertain how matters stand there. It should be done with caution. I do not wish you to engage any batteries, but to see if any exist.

I have myself a greater desire to obstruct thoroughly the Wilmington river, as you are aware it is the only access left from Savannah by St. Augustine creek to Wassaw and to the sea, except by the narrow stream of Freeborn's Cut, where the troops have a hulk.

I will thank you to see where piling or sinking of wrecks could best be done; how many it would require, with the depth of water and amount of labor,

etc., involved. It should be strong enough to head off steamers, and *rams* too, if there be any. The apprehension on the latter subject seems to have passed off with the spring tides. A boat scouting party, however, say they were close alongside of a ram, and heard the conversation of the men at work riveting the boilers. She is a screw.

With the Wilmington river closed, I could withdraw all but one vessel from Wassaw to watch the obstructions.

The fall of Pulaski alone does not give us any more control of Wilmington river. Captain Hamilton, chief of artillery, informs me he thought it would be reduced in three days from the time fire was opened. They have been writing for the carriages of the ten-inch columbiads, which were not sent out. The mortars are in position, twelve of thirteen-inch, and some of ten-inch.

Please send by first opportunity your requisitions of provisions, etc.

Very respectfully,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 4th, 1862.

To Brigadier-General H. W. BENHAM:

GENERAL:—If you are forwarding anything to Wassaw, may I ask you to include the accompanying dispatch and roll to the senior naval officer, for I have no steamer to send by sea.

The dispatch contains my instructions based on your letter, a copy of which I am also sending to Commander Godon.

General, I wish I had the means of closing Wilmington river by obstructions; it is now the only access to Wassaw and the sea from Savannah. This would head off *rams* and steamers, and would require but one gunboat to watch the obstruction.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., Saturday, April 5th, 1862.

To Brigadier-General BENHAM:

GENERAL:—I have your favor of this morning, and send an order to the commander of the *Vandalia* to go round to Wassaw, if you think that a more important place for her than Tybee Roads. She is a pretty formidable ship, and could lay across the mouth of Wilmington river—(a sailing vessel, however). I shall have to send provisions down to her, as she is out of everything.

Since your first letter about Wassaw, I am happy to tell you that the *Mohican* has entered there. She is one of my most formidable vessels, having two eleven-inch guns and a rifle.

I will strain every nerve to give you all the aid just now I can; but I have not vessels enough, and particularly of light draft. I hear the *Crusader*, at Edisto, is out of coal. I am very apprehensive for the gunboat I have inside at Smyrna (Mosquito Inlet).

I have ordered up the Seneca, a regular eleven-inch gunboat, from St. John's, and expect her hourly.

Please present my regards to General Hunter.

Yours respectfully and truly, and in haste,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 5th, 1862.

To Lieutenant Commanding STEVENS, U. S. Gunboat Ottawa,
Senior Officer in St. John's River: .

SIR:—I have not had an opportunity to write to you since the receipt of your communication of 28th ult., informing me of your recovery of the yacht America.

I beg you to receive my commendations and congratulations on this interesting service, in the performance of which you have shown so much untiring determination and skill. I have received from Lieutenant Irwin, of whom you have spoken so favorably in your report, a full account of the event.

Please convey my thanks to Acting Master Budd and First Assistant Engineer Durgan, whose valuable assistance is also referred to by you.

The historic interest which attaches to this vessel, and the incidents attending her career up to the time of your remarkable capture and recovery of her, make me very anxious to get her safely to Port Royal, where I purpose to refit her and send her North.

You will therefore use your best judgment in getting her towed off by the first army transport that may, with the approval of General Wright, undertake

the service, recommending great caution to the captain in the performance of it. If you think any other mode preferable, please suggest it.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

P. S.— Since writing the within communication I have been informed through a message, this moment received from Brigadier-General Benham, that the orders had gone forward to withdraw the troops from Jacksonville, stating the occupation of it was a military error.

I endeavored, unofficially, to represent the political requirements of Florida, and the necessity of holding Jacksonville by a respectable force in both branches; but this is no longer a question. I write to call your special attention as to what may be the effect of the withdrawal of the troops, and you must have a vigilant eye to the safety of the naval force under your command.

You will of course give all the security you can, and hold, as far as you are able, the city of Jacksonville, and the coast of the St. John's river; but you must not unnecessarily hazard your vessel in guarding that which it is the duty of the army to protect, if protection is necessary.

The blockade of the mouth of the river is our first duty, and you will see that this be effectually maintained by your force, whether inside or outside of the bar.

I can not be more specific, but I rely upon your discretion and judgment in meeting this new condition of affairs.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

2d P. S.—I need hardly add that all protection to loyal people that you can give will meet my warm approval, even to receiving them on board.

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, April 6th, 1862.

To Major-General D. HUNTER, Commanding Department
of the South, Hilton Head:

GENERAL:—I have this moment received the letter of Brigadier-General Vielé to Brigadier-General Benham, referred by you to me, and have already made signal to the armed tug Mercury to rejoin the naval force at Wall's Cut.

The Mercury is the only vessel I have of which the draft will admit of going to the support of General Vielé. I have no intention of withdrawing the gunboats in Wright's and Mud rivers without first informing you of the same, though I want them much elsewhere.

I am looking hourly for the Seneca, an eleven-inch cannon gunboat, which I will immediately place at your disposal.

The force at Wassaw I increased yesterday by the Vandalia, sailing corvette, making four vessels there,—three steamers.

Excuse the haste of this, and believe me, General, with great respect, yours most truly,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 13th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:— The dispatches from the Commanding General of this Department to the Honorable Secretary of War will convey the gratifying intelligence of the fall of Fort Pulaski.

It was a purely military operation; the result of laborious and scientific preparation, and of consummate skill and bravery in the execution.

It would not have pertained to me to address you in reference to this brilliant and successful achievement, had not Major-General Hunter, with a generous spirit long to be remembered, permitted the navy to be represented on this interesting occasion, by allowing a detachment of seamen and officers from this ship to serve one of the breaching batteries. I have thanked the General personally for this kindness, and I desire at the same time to express my acknowledgments to Brigadier-General Benham and Acting Brigadier-General Gilmore, for acts of consideration shown by them to my officers and men.

I enclose the report of Commander C. R. P. Rodgers, who had the honor to command Battery Sigel on the second and important day.

Very respectfully your obedient servant,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 21st, 1862.

To Brigadier-General H. W. BENHAM,
Commanding Northern District Department of the South,
Hilton Head, S. C. :

DEAR GENERAL:—I have a dispatch from Lieutenant Commanding Nicholson, of the gunboat Isaac Smith, dated St. Augustine, April 20th (probably 19th), which contains the following:

“No other news except that a party of rebels, under Colonel Davis, are still threatening the town, awaiting, as they say, the gunboats’ leaving. I have arranged with Colonel Bell, in case of an attack, to go back to the town with this vessel, if it should take place before I get outside the bar.”

I had ordered the Isaac Smith to the St. John’s river after the fort had been reinforced; he has been waiting eleven days for sufficient water to cross the bar; he mentions the Belvidere as detained for the same cause. Colonel Bell has five guns mounted, and two we captured in the St. John’s river have arrived, and are being well placed.

General, you know best, but these Floridians ought to be well punished while you are waiting for your reinforcements for more important work.

Will you do me the favor to inform the Major-General that the Somerset, Lieutenant Commanding English, which called in for coal yesterday, will leave early in the morning for Key West? She brought a Herald of the 15th, one day later than we had by the Atlantic. I send it with this in case your papers were also only to the 14th.

I am, my dear General, yours truly,

S. F. DU PONT,
Flag Officer, etc.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 22d, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C.:

SIR:—I have the honor to enclose a copy of a report from Lieutenant Commanding Rhind, of the *Crusader*, detailing the circumstances of a concealed attack upon one of his boats, in which Acting Master Wm. D. Uraim was severely wounded.

Lieutenant Commanding Rhind, with the co-operation of Colonel Fellows of the army, commanding the port at North Edisto, planned a night attack upon the enemy, and though not successful in surprising them, had a short engagement with the rebels, in which, he says, "The loss of the enemy I feel sure was sufficient to punish them for their cowardly attack on our boat."

Three of the *Crusader's* men were wounded in this skirmish, viz., Gustave Wacker, O. S., in the right arm and breast; Theodore Peterson, seaman, wounded on the hip, slightly; and James Wilson, first boatswain's mate, in the leg, slightly.

Acting Master Wm. D. Uraim, who was fired upon in the boat, was wounded in the left forefinger and right wrist. The finger has since been amputated.

Lieutenant Commanding Rhind speaks of him as an excellent officer. He is disabled for some time, but has no desire to leave.

The name of James Wilson, boatswain's mate, is also mentioned favorably.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 23d, 1862.

To Honorable GIDEON WELLES, Secretary of the Navy,
Washington, D. C.:

SIR:—It has been my intention for some time past to write very fully to the Department on the subject of the blockade of the Southern ports under my command, but the pressure of business has hitherto interfered.

I have received from time to time dispatches from the Department, enclosing communications from our ministers and consuls abroad, referring to steamers and sailing vessels suspected of the intention of running the blockade.

A list has been printed under my direction at this place, and a copy supplied to every ship in my squadron, to which are added the names of such vessels as are mentioned in subsequent dispatches.

In one of my communications to the Department, I submitted a change or modification in my instructions to the blockading ships, directing them to board every vessel proceeding toward a blockaded port; and, if on examination any irregularity appeared in her papers, or any suspicious circumstances were discovered attending her position or her cargo, and particularly if she had any knowledge of the blockade, such vessel was to be seized and sent in for adjudication.

Under this general instruction no vessel, steamer or otherwise, can approach our coast without being liable to seizure, no matter under what flag she may profess to be sailing; and certainly no ship containing contraband-of-war would be allowed after examination to escape, whether she be on the list of suspected

vessels or not. I merely mention this in passing, to show the Department that I am fully prepared to capture *every* vessel attempting to run the blockade, so far as my force and circumstances will permit.

Much has been said in the papers at home and abroad of the utter insufficiency of the blockade; and a too ready credence given by our public functionaries and our merchants to the representations of parties interested in making out a case against the Government.

The list of suspected vessels in my possession, made up from various sources, comprises schooners of light draft, larger sailing vessels, and steamers, amounting to about one hundred and sixty; and of this large number, how few have ever run the blockade, or even ventured to approach this coast! With rare exceptions, only very light craft and two or three rebel steamers, with the assistance of local pilots of long experience, with concerted signals from row-boats and from shore, and under protection of night or dense fogs, have been successful.

The Bermuda and the Fingal are the only foreign steamers that have evaded the vigilance of the squadron, and as the Department is aware, the former is at present at Bermuda, not daring to run the hazard again, and the latter has never made her escape from the Savannah river.

The steamers Gladiator, Talisman, Sidney Hall, Yage, Cambridge, Imperative, Economist, Southwark, Herald, Bahama, Minna, Sedgwick, and others, which have left the friendly shores of Great Britain, said to be loaded with arms and munitions of war of all kinds for the rebels, seek shelter in the so-called neutral colonies off our coast, and, not venturing to approach

the blockaded ports, tranship their cargoes into small vessels of the lightest draft, provided in a great measure by the merchants of these same colonies, who seem ever ready to assist in any attempt to embarrass the Government of the United States.

The capture of the forts at Port Royal, which occurred immediately after my arrival on this station, gave us possession of this noble harbor, and was followed shortly after by the entire control of the entrance of the Savannah river; of Wassaw and Ossebau Sounds, Georgia; St. Helena Sound, and North and South Edisto, South Carolina; in all of which an inner blockade was effectually established.

Other vessels of my squadron were dispatched southward to guard the numerous inlets of Georgia and Florida, and northward to cover Stono, Charleston, Bull's Bay, and Georgetown, South Carolina, — a very extensive and difficult coast to blockade, particularly in the winter season, when, from constantly recurring gales, the blockading ships were liable to be driven off from their stations, or on shore under the rebel batteries.

Happily at the present time these difficulties have in a great measure disappeared by the success attending the expedition of the last month, which has resulted in the establishment of an inner blockade of St. Catherine, Sapelo, Duboy, and St. Simon's Sounds; Fernandina, St. John's river, St. Augustine, and Mosquito Inlet; thus closing the entire coast of Georgia and Florida to all efforts of the rebels and our neutral friends to introduce either provisions or arms.

During the progress of this expedition I had abundant evidence of the stringency of the blockade, in the great scarcity of even the necessaries of life, and the very high price demanded for both food and

clothing; further shown by the price-currents as given in the Southern papers, the most essential articles being continuously on the rise. Only one small vessel (and that was captured) had entered the harbor of Fernandina for ninety days prior to our taking possession; though, according to the reports of the rebels and those interested abroad, as mentioned in one of the consular communications from London to the Department, it was almost an "open port"!

I claim to have some experience in blockading, for during our war with Mexico I was much employed in this most arduous and often thankless duty on the west coast of that country. I claim also to have some knowledge of naval history in connection therewith; and I therefore make the declaration, under a full sense of my responsibility in doing so, that no blockade in the history of the world has ever been more effective; particularly when the extent and character of our coast, in all its features, are considered, together with the many circumstances rendering this service most embarrassing; such as an organized system in Europe, especially in England, to evade it, with colonies on our flank used as intermediary stations, to aid and abet in its violation.

I beg leave to remind the Department how much the difficulty of maintaining a close blockade has been increased by the introduction of steam.

The Department, whilst referring to the blockade generally, has required particular information as to the port of Charleston. In a dispatch to the Honorable Secretary of the Navy, dated as far back as the 28th of January, I spoke of the sinking of the second stone fleet, thereby closing two of the channels leading into

that harbor, and guarding those unobstructed by no less than three vessels.

Since that time the force off Charleston has never been diminished; but on the other hand has been, whenever practicable, increased, and always under the direction of experienced officers. At the present time I have no less than six steamers and two sailing vessels off that port, which I purpose still further to increase.

In reference to the resolution of inquiry of the Senate which the Department has forwarded to me, I presume the preceding statements fully cover the spirit of it. As to the assertion of the British Consul at Charleston contained therein (whatever may have occurred on this coast in the early days of the rebellion), if it be intended to apply to the period of my command, I have only to stamp it as one of those absurd partisan statements of which this rebellion has been so fruitful.

The present disposition of the blockading fleet is as follows:

Off Georgetown, the steamers Keystone State, Norwich, and armed bark Gem of the Sea; Albatross on her way.

In Bull's Bay, effectually preventing ingress or egress, the armed ship Onward.

Off Charleston, James Adger, Augusta, Bienville, Pocahontas, Alabama, Huron, and armed sailing ships Restless and Roebuck.

Off Stono, the Flambeau.

In North Edisto, the Crusader and E. B. Hale.

In St. Helena Sound, the Dale.

At Wall's Cut, Unadilla and Western World.

At Wassaw, Mohican, Wyandotte, and Vandalia.

At St. Catharine, Sapelo, Duboy, and St. Simon's, Potomska, Wamsutta, and Florida.

At Fernandina and adjacent waters, Pawnee, Darlington, and Hope.

In St. John's river, Seneca and Pembina.

At St. Augustine, the Isaac Smith.

At Mosquito Inlet, Henry Andrews and Penguin.

There are at this port the Susquehanna and Ottawa, coaling, to proceed immediately to Charleston; the Sumter, repairing engines after seventy days service off Charleston; the Madgie, which has just joined the squadron in a disabled condition, and the Ellen, which, I fear, will be found unfit for further active service.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,

Port Royal Harbor, S. C., April 27th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—I received this afternoon at four o'clock the Department's order to direct the Susquehanna to proceed to Hampton Roads, and report to Flag Officer Goldsborough.

She happened to be in this harbor coaling, and I have given orders to Captain Lardner to proceed to sea at daylight to-morrow morning; the state of the tide not enabling him to cross the bar this evening.

It would be doing injustice to the public interests here, and to myself, did I fail to say that the withdrawal of this ship, and the officer commanding it, is a serious inroad into the efficiency of this squadron.

I had prepared to shift my flag to her on Tuesday, for the purpose of visiting Charleston, to see for myself if it was possible to place the blockading ships there in more effective positions.

Captain Lardner's experience made his presence there very important to me.

The *Susquehanna* is the only vessel, by her armament, which would cover the large force of weak vessels now off that port. I have information that three iron-clad gunboats may be soon expected from France; boats of that kind too are building in Charleston itself.

It has been stated frequently that an iron ram is at Savannah, and may come down Wilmington river and attack the force there.

I have information to-day that nearly all the live-oak has been burned at Smyrna,—some thirty thousand feet of it. The *Henry Andrews* could not prevent it, but landed her crew and put out the fire. She is the only vessel that can cross Mosquito Bar, and troops should have been sent out to protect it.

Further, the rebels are in possession of Jacksonville, and my gunboats only control the river below it.

A vessel ran into Darien a few days since. I require more vessels everywhere. The Department is sending me more and more stringent directions in reference to the blockade, directing courts of inquiry to be held for any infraction of it, and the Senate is passing resolutions reflecting on myself and my officers; and I appeal to the justice of the Department if this is a moment to reduce my force, and take from me my most efficient ships and my most experienced officers.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 2d, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:—I am sure that the Department is at all times desirous to know, from those charged with important public services, whatever in their opinion would promote the efficiency of that service.

Under this incentive I think it my duty to inform the Department that, considering its contiguity to the seat of government, this station is without sufficient mail facilities. The opportunities for communicating with the Department, and receiving its orders, are entirely too limited.

The last mail brought us letters to the 12th, possibly the 13th, of April, now nineteen days since; longer than is required for the arrival of an answer to a communication from any part of Europe.

The naval and military necessities for a regular correspondence need not be dwelt upon, as the Department will be fully alive to them when it is informed that there has been a gradual falling-off in our intercourse with the North.

In addition to the public requirements, the fact of there being some twenty-five thousand men ashore and afloat, with the anxieties to hear from their families and friends, incident to a war like this, is a moral reason worthy of consideration.

I have been greatly indebted to the Quartermaster's department here, for various facilities offered to the squadron by the transports connected with the army since our occupation on the coast.

The deprivation to us would have been considera-

ble but for this readiness to oblige and further the public service.

Our own two supply ships we hardly look to; the number of points on the coast they have to visit, their frequent omissions to stop at these, unavoidable probably, the great haste they are always in when they do stop, with the interminable time they remain in New York after their arrival, have greatly impaired the humane and considerate intentions of the Department in establishing them.

If the Rhode Island could be assigned to this station, and the Connecticut, the faster of the two, could go directly to the Gulf,—neither to call at Hampton Roads, in daily intercourse with Baltimore,—both stations would be benefited.

General Hunter is equally impressed with myself that we are too much isolated here now, and is about remedying it so far as his means will enable him to do.

Should these views be favorably entertained, one point I would especially recommend,—the importance and convenience of having a specific day and hour of departure from the North, to be widely advertised.

With the permission of the Department, I would respectfully suggest that in connection with the steamers of the army, an arrangement could be made for a weekly mail from Port Royal and New York, to leave each place every Saturday.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 6th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:— I have the honor to transmit to the Department the report of Lieutenant Commanding D. Ammen, the senior officer in the St. John's river, with some enclosures.

The Department will not fail to see how energetically and intelligently this officer has held control of the waters of the St. John's, notwithstanding the withdrawal of the troops from Jacksonville. This, too, with so small a force, which has however penetrated again up to Picolata.

I commend him to the especial notice of the Department.

Lieutenant Commanding Nicholson, of the Isaac Smith, was detained over three weeks at St. Augustine before it was possible for him to get over the bar; he entered the St. John's river, however, on the 4th inst., as I am informed by a letter just received from Commander Drayton, who also announces the arrival at Fernandina of the refugees alluded to by Lieutenant Commanding Ammen.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 10th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—I have the honor to acknowledge the dispatch of the Department of the 2d inst., referring to the vessels which, according to reports from the Consuls at Nassau and other places, had run the blockade at Charleston.

In a previous dispatch I wrote very fully on this subject of the blockade, and do not purpose now to dwell further on it.

I have explained the difficulties of closing against daring and desperate adventurers such a coast as ours, and have, on more than one occasion, asked the Department to send me more ships suitable for this arduous duty. I have endeavored, with the comparatively small forces under my command, composed in part of vessels utterly unsuited for the purpose, to guard all the ports within the limit of my command, and particularly the port of Charleston,—the only port on the whole coast where the blockade is ever violated. This I assert without fear of contradiction.

I have now eleven vessels covering the coast from Stono Inlet to Bull's Bay, a distance of thirty miles; eight of these are off Charleston, an area of thirteen miles. The officers are vigilant; there is a spirit of rivalry between the ships; some of the commanding officers, with suitable vessels, are very bold; from sunset to sunrise they are personally on watch; the blockading force, variously grouped during the day, change their stations after nightfall, and these are constantly shifted, so as to avoid bearings being taken of them from the harbor.

They approach the shoals and shallow waters as near as their vessels will permit, and frequently draw upon themselves the fire of the batteries.

Yet, as I have stated in a previous communication, very small craft and very light draft steamers may still get in and out. There is no vessel in this squadron that can pass where they do within a mile—a distance sufficient to avoid discovery on a starlight night, shielded moreover, as they are, by the shadow of the land behind them; but within the last few weeks the number of these captured has been greater than I could have hoped.

In a list of vessels given in a letter from Nassau, of April 11th, and published in the New York Times of the 13th inst., as having run the blockade, some are stated to have run out of the St. John's river and Fernandina; if they had been announced as coming out of Port Royal, and passing under the yard-arms of the Wabash, the statement would be equally correct.

Some time back a list of sixty-five vessels furnished by a commander's clerk in this squadron to a Philadelphia evening paper, as vessels suspected of an intention to run the blockade, was published by that paper under a caption in large capitals, "Vessels that have run the Blockade;" though only two of the whole list had succeeded in doing so,—the Bermuda and the Fingal.

Still, there is room for more steamers off Charleston. I have used my best judgment in the distribution of those I have along the coast; yet if the Department desires that the blockade should be more stringent and effective, I trust it will supply me with more vessels for this purpose.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 14th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR : — I enclose a report from Commander E. G. Parrott, brought here last night by the late rebel steam tug Planter, in charge of an officer and crew from the Augusta. She was the armed dispatch and transportation steamer attached to the engineer department at Charleston, under Brigadier-General Ripley, whose barge was brought out to the blockading fleet by several contrabands, a short time since.

The bringing out of this steamer, under all the circumstances, would have done credit to any one. At four o'clock in the morning, in the absence of the captain, who was on shore, she left her wharf, close to the Government office and headquarters, with palmetto and Confederate flags flying, and passed the forts, saluting, as usual, by blowing her steam whistle. After getting beyond the range of the last gun, she quickly hauled down the rebel flags and hoisted a white one.

The Onward was the inside ship of the blockading fleet in the main channel, and was preparing to fire, when her commander made out the white flag.

The armament of the steamer is a thirty-two-pound pivot, and a fine twenty-four pound howitzer. She had besides, on her deck, four other guns; one seven-inch, rifled, to be taken the morning of the escape to the new fort on the middle ground; one of them belonged to Fort Sumter, and had been struck in the rebel attack on that fort, on the muzzle.

Robert, the intelligent slave and pilot of the boat, who performed this bold feat so skillfully, informed

me of this fact, presuming it would be a matter of interest to us to have possession of this gun.

This man, Robert Small, is superior to any who have yet come into the lines, intelligent as many of them have been; his information has been most interesting, and portions of it of the utmost importance.

This steamer is quite a valuable acquisition to the squadron by her good machinery and very light draft. The officer in charge brought her through St. Helena Sound and by the inland passage down Beaufort river, arriving at ten o'clock last night. On board the steamer, when she left Charleston, were eight men, five women, and three children.

I shall continue to employ Robert as a pilot, on board the Planter, for the inland waters, with which he appears to be very familiar. I do not know whether in the views of the Government the vessel will be considered a prize; but if so, I respectfully submit to the Department the claims of this man, Robert, and his associates.

Respectfully, etc.

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 17th, 1862.

To Brigadier-General H. W. BENHAM, Commanding Northern
District, Department of the South, Headquarters,
Hilton Head, S. C.

GENERAL:—I received last evening, a communication from Lieutenant Commanding Rhind, with enclosures; copies of which are herewith submitted.

A misunderstanding, somewhat similar, occurred a

short time since in St. Helena Sound, between another transport and Lieutenant Commanding Truxton, of the Dale, in reference to which I wrote to Major-General Hunter.

It is my purpose now to issue an order that the ships of my squadron shall in future avoid all intercourse with the army transports. I prefer, infinitely, giving up all issues on the questions involved, considering it of much less moment for a vessel to run by and land arms for the rebels, than that the harmony existing between the two services should be disturbed in the slightest degree.

As intimated in my communication to Major-General Hunter, in war times small men-of-war on detached service may be considered pickets on the water; and, as Government transports are frequently dependent upon them for assistance in case of accident, and for protection in case of danger, their officers should be treated with ordinary courtesy whenever they happen to board them. The captains of these transport steamers are much more sensitive than I am; for I am stopped by your pickets, with my flag and ensign flying in my boat, and made to show a pass, though I have been six months here; and this I deem right.

But as I said above, no transport shall be boarded by any vessel of this squadron, if she is known to be such; and the order will be imperative, whether before or after anchoring.

Yet, General, I cannot pass over the gratuitous insult, not to the boarding officer for any offence of his, if he committed one, but to the navy generally, and this squadron in particular, from myself down, offered by the Captain of the Delaware. General

Wright very properly ordered him under arrest, and I hope to have the satisfaction of hearing that he has been discharged from the Government service.

This is not the first time that my officers have had to complain of such conduct. The master of the *Mayflower* grossly insulted Commander Steedman of the *Bienville*, before you assumed the command. A report was made to Brigadier-General Sherman, and to Captain Saxton, Chief Quartermaster; but the man was in no manner reprehended.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., May 24th, 1862.

To Commander J. B. MARCHAND,
Senior Officer off Charleston :

SIR:—I have just anchored here from my visit to the Southern coast, and have received your communication of the 21st.

I had the pleasure to read your signal from inside the bar at Stono, on Tuesday last, informing me that you had possession, and that the upper battery off Legareville was abandoned, as well as that on Cole's Island. I desire, however, to have control of the whole river, and I wish you to proceed with the gunboats and feel the battery near Wappoo Cut, which Robert Small represents as very imperfectly finished at best.

Captain Boutelle, whom I am now sending to convey this order to you, will convey orders to the *Huron* to join your force in the Stono river.

Please accept my commendation, not only to yourself, but to the commanding officers of the gunboats, Lieutenants Commanding Collins, Bankhead, and Creighton, as reported by you, for the zeal manifested in this new occupation, which is likely to become an important one.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 24th, 1862.

To Major-General D. HUNTER, commanding
Department of the South:

GENERAL:—I have just returned from a visit to the various points held by the South Atlantic blockading squadron, extending from Georgetown to Fernandina.

Among the official papers awaiting my arrival, was one addressed by Brigadier-General Benham to the senior officer left in charge at this port. It will be sufficient to you to read it, to see that its tone and character are not such as should be addressed to an officer under my command.

On your arrival here to take command of this department, to prevent delay and circumlocution in matters of general detail, I readily agreed to put myself in official communication with Brigadier-General Benham, commanding the Northern Division of your department.

I have now to say, in virtue of my assimilated rank as a Major-General, I must respectfully request you will be pleased to convey to me any of your

plans and intentions in which you desire to have a co-operation with the naval force under my command; and I trust I need hardly add that I shall ever be ready to give you all the aid in my power, when the regular duties of this squadron and the orders under which I am acting will permit it.

I learn, verbally, and through unofficial letters addressed to Commander Rodgers, that important movements are now in contemplation, but I have never been addressed on the subject, except in a very informal manner, and that verbally, some weeks back.

I am, General, with great respect, your most obedient servant,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 28th, 1862.

Commander J. B. MARCHAND, United States Steamer James
Adger, Senior Officer off Charleston :

SIR:—I have received your several reports written within the last few days.

I take occasion to commend your zeal and promptitude in taking possession of the Stono River, particularly in reconnoitering the defences of Cole's Island in a small boat, and drawing the fire of the enemy upon you, at great risk to yourself and boat's crew.

I write now to say that, although I am completely at fault as to the intentions of the army, I am desirous to offer every facility in my power towards their operations; and I desire you to hold the Bienville, Augusta, Alabama, and Keystone State in readiness to

come here, and transport the troops to other points, if required.

Commander Drayton has just arrived from Fernandina; and as the Pawnee's draft admits, with care, of her crossing the Stono bar, I have concluded to send Commander Drayton to that river, in pursuance of the information you have forwarded to me, and of Lieutenant Commanding Collins's report of the condition of things there.

I congratulate you, and the blockading force off Charleston, on its recent important captures, as an evidence of your and their zeal and vigilance.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 28th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:—I have the honor to report the capture of another steamer by Commander Mullany, of the *Bienville*, off Bull's Island, yesterday morning.

She was an English iron screw steamer of five hundred tons, called the *Patras*, under command of Edmund Elliott. Before being boarded the vessel showed English colors; upon inquiry, the captain reported that he had no papers, was bound to no particular place, only "coasting along."

The cargo, according to the statements of the officers and crew, consists of fourteen hundred barrels of turpentine, fifty boxes of arms, one box of quinine, ten

boxes merchandise, eight hundred and forty-eight bags of coffee, etc.

She was sent to New York in charge of Acting Master George D. Upham, of the *James Adger*, with the captain and two of the crew, as witnesses; the rest of the crew were brought here in the *Norwich*, and will be sent North by the first opportunity.

A schooner arrived in port this evening from Key West, and reports the capture of the English steamer *Circassian*, by the Eastern Gulf blockading squadron.

By reference to my list of suspected vessels, I find included the *Cambria*, *Stettin*, and *Circassian*, but not the *Patras*.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., May 28th, 1862.

Commander P. DRAYTON, United States Steamer
Pawnee, Port Royal:

SIR:— Important events seem pending; in connection with these, the occupation of the Stono River is of moment. A few days since, Commander Marchand, senior officer off Charleston, entered the river with the *Unadilla*, *Pembina*, and *Ottawa*. The forts on Cole's Island were found abandoned; also a large work of eighteen guns on the site of "Old Fort," opposite Legareville. The river seemed clear a few miles above this; but since then, as you will perceive by the enclosed communications from Commander Marchand and Lieutenant Commanding Collins, the enemy has ap-

peared with a floating hulk, and towed by steam tugs; the hulk armed evidently with a gun of long range.

Batteries higher up the Stono have been reported; according to our last and most reliable authority they are not yet completed.

I beg you, with your usual good judgment, to examine into the condition of things. The army has not yet informed me of its intentions; but Stono, so near to Charleston, must have become an important sphere of operations.

The gunboats found it difficult to cross the bar of the Stono River. You will use caution with the Pawnee. Mr. Boutelle is in that neighborhood, and Mr. Haffards left this morning in the Ellen. You are authorized to ask the services of the former, who is always willing, and to require those of Mr. Haffards, who is officially appointed pilot in this squadron.

You will, as senior officer, assume command of the naval forces of the Stono River, and will please report your proceedings, and the condition of things, as often as you have the opportunity.

I congratulate myself on your opportune return from your valuable services at Fernandina, that I am enabled to send you to this new and important sphere of our operations.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer

Flag Ship Keystone State,
Fernandina, May 22d, 1862.

Lieutenant Commanding AMMEN, United States Steamer Seneca,
Senior Officer, St. John's River, Florida :

SIR :— I have received your communication of yesterday, and the enclosed report of Lieutenant Commanding Nicholson, and must again express my approval of the judgment and activity exercised by you and the officers under your command, in holding the control of the St. John's River. I leave your future movements to your own discretion.

I have noticed the suggestion of Lieutenant Commanding Nicholson in reference to the destruction of the houses around Orange Mills; but for the present, unless the vessels are fired upon from that vicinity, I do not wish that there should be any destruction of property.

Since Sunday last I have been moving up and down the coast, visiting Charleston, Georgetown, and St. Simon's, arriving here yesterday. I shall be at Port Royal again by Saturday evening.

You have probably heard of the achievement of a contraband pilot employed on General Ripley's steamer, the Planter. The captain and engineer having gone on shore to visit their families, Robert Small quietly, before daylight, cast off the hawsers by which she was moored to the wharf in front of the General's quarters, and steamed past Fort Sumter, giving the usual signals, and flying the Confederate flag until out of range, when he pulled it down, and, hoisting a white flag, brought the steamer safely out to the blockading squadron. The pilot is quite intelligent, and gave some valuable information about the abandonment of Stono.

At my instance Captain Marchand made a reconnaissance; and finding the statement true, crossed the bar on Tuesday last, with the gunboats Unadilla, Pembina, and Ottawa. I have no doubt the Charlestonians thought their time had come.

The news from the Mississippi is very gratifying; the whole rebel fleet nearly is destroyed on the lower Mississippi, by Flag Officer Farragut; and in the vicinity of Fort Wright, by Acting Flag Officer Davis, who is in command, vice Foote, who has returned East on account of his wound.

I send you the latest paper or two.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 28th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—When off Georgetown, in the Keystone State, on the 19th inst., Commander Prentiss, of the Albattross, and the senior officer of the blockading force off that port, informed me he had delayed crossing the bar, apprehensive that the steamer Seabrook, with a thousand bales of cotton on board, might get out of the Santee while he was inside, but that he was preparing to enter.

I have the pleasure to enclose a very interesting report from him, detailing his operations, and occupation of Winyau Bay.

Commander Prentiss passed the bar on the 21st inst. with the Albatross and the Norwich, Lieutenant Commanding Duncan, and entered Winyau Bay.

After passing a small deserted redoubt near the light-house, one extensive fortification was observed on South Island, with apparently several large guns mounted; but on approaching nearer it was found deserted, and the guns proved to be "Quakers." Another fortification on Cat Island was also abandoned.

On the 22d he stood up the bay for the city of Georgetown, entered Sampt Creek, and steamed slowly along the wharves. Not being prepared to hold the place, Commander Prentiss did not land, knowing that there was a force of both cavalry and artillery in the town, and a contest might have involved the destruction of the city.

He ascended the Wacaman river about ten miles above Georgetown, through a rich and beautiful country, meeting with no resistance. He took under his protection about eighty contrabands.

The rebels are much alarmed, and are leaving their plantations in every direction, driving their slaves before them to the pine woods. The whole region around Georgetown could be easily taken, and with a small land force and a few gunboats, could be held.

The Department, I am sure, will be pleased with the report of Commander Prentiss, as it conveys not only important information, but at the same time evinces on his part courage and judgment.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 30th, 1862.

Lieutenant Commanding RHIND, United States Steamer Crusader,
Senior Officer, North Edisto :

SIR :—The Planter, Acting Master Dickinson, is directed to report to you. She has been added to your force to aid you in giving such facilities to General Wright as he may from time to time require, and for any other purpose which you may deem important,—her light draft making her a desirable vessel for inside work.

I learn however that the rebels have given some evidence of wishing to recover Stono; and you will please dispatch, on the arrival of the Planter, the E. B. Hale to that river, to report to Commander Drayton, the senior officer there.

You will see by the orders to Acting Master Dickinson, that Acting Master Phenix, of the Pocohontas, has been ordered to relieve the former in the command of the Planter; and I have sent orders to Commander Marchand to send him down to North Edisto, and if you can facilitate Acting Master Dickinson in joining the Keystone State, I will thank you.

I have ordered your mails to be forwarded by the Planter.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 31st, 1862.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR :—In my despatch of the 28th I reported the capture of the steamer Patras, by the Bienville. I have now the pleasure to report the capture on the 29th inst.

of the steamer Miramon, by the Keystone State, off Charleston, of the particulars of which Commander Le Roy has informed the Department. Also, of the capture of three schooners, on the 29th inst., by the Bienville, about twenty-five miles southeast of Charleston bar; their names are, Providence, formerly called the Experiment, the Rebecca, and La Criolla, otherwise the Nora, a yacht belonging, it is said, to Frazier & Co. The latter prizes were brought to this port by the Bienville.

As this steamer needs some repairs to her machinery, I have concluded to send her to Philadelphia. Her chief engineer was sent in charge of a prize; and as Mr. King, chief engineer of this ship, is quite indisposed, I have directed him to report to Commander Mullany for duty. Enclosed is a copy of his orders. It is with reluctance I part for a short time with so efficient a steamer for blockading duty as the Bienville, and trust that the Department will send her back as soon as possible.

In connection with the subject of prizes, I would add that there are on board the Bienville part of the crew of the steamers Stettin and Patras, which were sent by Commander Mullany to New York for adjudication. I presume these men should be forwarded, at Government expense, to the port where the vessels will be adjudicated; and I would ask the Department to give instructions to Commander Mullany how to dispose of them.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 31st, 1862.

Honorable GIDEON WELLES, Secretary of the Navy,
Washington, D. C.:

SIR:—I have the honor to inform the Department that the gunboats have possession of Stono.

From information derived chiefly from the contraband pilot, Robert Small, I had reason to believe that the rebels had abandoned their batteries; and accordingly directed Commander Marchand, the senior officer off Charleston, to make a reconnoissance to ascertain the truth of the report. This was done on the 19th inst.; and the information proving correct, I ordered the gunboats on the next day (being myself off Charleston, in the Keystone State), to cross the bar.

The Unadilla, Pembina, and Ottawa, under Commander Marchand, assisted materially by C. O. Boutelle, Esq., assistant in the Coast Survey, succeeded in entering Stono, and proceeded up the river above the old fort opposite Legareville. On their approach the barracks were fired and deserted by the enemy.

Six prisoners were captured by Messrs. Boyd and Bradford, two officers of the surveying steamer Bibb, with a boat's crew of five seamen. The prisoners were a picket guard at the magazine of the old fort, and belonged to the Twenty-fourth South Carolina regiment.

On the 28th inst. the Huron crossed the bar, and on the day following, the Pawnee.

Enclosed is a copy of an interesting report from Commander Drayton, in which he says, "We are in as complete possession of the river as of Port Royal, and can land and protect the army whenever it wishes."

There are no batteries of the enemy on the Stono, below Wappoo Cut, where however the rebels have a

battery of smooth-bore guns, with a rifled cannon of long range exceeding that of any in the squadron.

This important base of operations, the Stono, has thus been secured for further operations by the army against Charleston, of which General Hunter proposes to take advantage.

I have put at his disposal for the transportation of troops, the steamers Alabama, Bienville, Henry Andrews, Hale, and the Planter. The tugs Pettit and Mercury are to-night employed in the same duty.

The army is very deficient in vessels for transportation.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 1st, 1862.

To Major-General D. HUNTER, Commanding Department
of the South, Hilton Head, S. C.:

GENERAL:—I have received Brigadier-General Benham's message through Mr. Preston. I regret that two of my ships should be delayed from important service for another day; but I am aware of the difficulties you have to contend with, and the vessels will wait until to-morrow morning.

I have however to take exception to the attempt of General Benham, as expressed in very unqualified terms to Mr. Preston, to attribute his inability to meet his own arrangements to any short-comings on my part.

I learn from Mr. Preston that he again spoke of the Planter as having gone off without his knowledge. He asked for this steamer to go to Edisto to assist General Wright to cross and land his troops, and she was dispatched in all haste.

General Wright and himself seem to have given faith to a malicious report that the gunboats had been driven down Stono, hence all the disappointment about the Planter.

The steamer Henry Andrews is here from the Savannah river, and is at your service for the purpose indicated by Brigadier-General Benham in his interview with me yesterday.

I am, General, respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 3d, 1862.

Acting Master A. S. GARDNER, Commanding United States
Steamer Pettit, Port Royal:

SIR:—You will please proceed to Beaufort and remain until to-morrow morning, when you will return to this anchorage.

My object in sending you up is for the protection of certain American ladies now there, who, in consequence of the removal of a large number of troops from there, feel some apprehension in consequence. Should anything occur to alarm them, you will receive them on board.

The Rev. Mr. French, one of the government agents, is acquainted with the object of your visit in the Pettit; but you will not speak of it, nor com-

municate the substance of these orders to any one else.

You will give Mrs. General Hunter a passage to Beaufort if she desires it.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 4th, 1862.

Commander P. DRAYTON, United States Steamer Pawnee,
Senior Officer in Stono:

SIR: — Your communications of May 30th and June 3d have been received, and it affords me pleasure to express my approbation of all your movements in Stono.

Keep me advised as often as possible of your operations, and of your wants. We shall endeavor to supply at once the articles asked for in your last communication.

I desire that your co-operation with the army shall be harmonious, rendering its forces all assistance in your power; but you will please keep yourself in communication with Major-General Hunter, except when he may not be present.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 7th, 1862.

Lieutenant Commanding J. B. CREIGHTON, United States
Gunboat Ottawa, Beaufort:

SIR:— On the receipt of your telegraphic message I dispatched the tug - boat Pettit with the ammunition asked for.

Early this morning I went on shore, at Hilton Head, to hasten reinforcements to the aid of the army; and was much pleased to learn that you had promptly and judiciously put your howitzer on board the Mercury, and dispatched her, under Lieutenant Irwin, to Port Royal ferry. Your whole conduct in this matter, when exciting rumors were constantly flying about, has met with my approbation.

Since writing the above I have, by the return of the Pettit, received information that no rebels have crossed Port Royal ferry, and that your presence at Beaufort is no longer necessary to protect the town.

You will therefore on the receipt of this communication return with the Ottawa to this anchorage, leaving the Western World at Beaufort; giving Lieutenant Law such instructions as your experience may suggest.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 8th, 1862.

To Honorable GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—I have the honor to acknowledge the receipt of the Department's dispatch of the 15th ult., that a fair proportion of prizes should be sent to Boston.

During the winter, owing to the difficulty of access to Philadelphia, from ice in the Delaware, most of the vessels taken were sent to New York ; and apart from this, the stringent rules from the Department governing prizes, suggested that the vessels seized should be taken northward in the least possible time.

I may add in conclusion that Upton, with other writers on the law of prizes, expressly directs that the captured vessels should be sent to the nearest and most convenient port ; and in compliance with this rule, the prizes have been sent to Philadelphia and New York.

The increased distance to Boston, the great intricacy of navigation around the shoals, and the difficulty of getting back the prize crews, have hitherto prevented me from directing any of the captured vessels being sent to that port.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 9th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—I would respectfully ask the Department to furnish the vessels in this squadron, commanded by volunteer officers, with signal-books.

At the beginning of this rebellion the Department wisely withheld them; but I submit that the necessity for this caution no longer exists, and that this apparently invidious distinction, which has given rise to much unpleasant feeling among these officers, should cease.

Much inconvenience has arisen from it, particularly among the vessels blockading off Charleston.

The names of the vessels to be supplied are the Hale, Western World, Ellen, H. Andrews, Restless, Onward, Roebuck, Gem of the Sea, Relief, Courier, Uncas, Madgie, Patroon, Blunt, Hope, Planter, and Shepherd Knapp.

Respectfully, etc.,
S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 9th, 1862.

Captain A. A. HARWOOD, Chief of Bureau of Ordnance, etc.,
Washington :

SIR:—I have the pleasure to acknowledge the receipt of the Bureau's communication of the 2d inst., and desire to express my thanks for its prompt attention to the wants of this squadron. The articles to

be forwarded are much wanted, and will be highly valued.

At one time I thought the Bureau was sending more ammunition than could be needed; but I underrated what was necessary to *cover troops*; and within a few days my forces in Stono, under Commander Drayton, consumed an enormous quantity in driving the enemy from a base line of operations which our troops desire to occupy, and in keeping the latter comfortable, who seem most so when the shelling is going on.

Commander Drayton's own experience, and my instructions, will keep down this undue expenditure of ammunition all in our power; for I fear more its effect on the guns, to say nothing of weakening the moral effect, than any deficiency of supply,—thanks to the Bureau.

The Ottawa came in last night here, to coal, with her Parrott gun disabled in the vent, of which I will make a more specific report. Fortunately I had one left of those previously sent.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 9th, 1862.

Hon. J. U. GRIMES, United States Senate,
Washington, D. C. :

MY DEAR SIR:—I often have the impulse to write to you on professional items of moment, as they spring up, knowing your interest in the efficiency of the service, and your desire to promote its welfare, but I rarely have leisure or rest from my current work.

I drop a line now, not to touch upon the principle involved of restoring officers to the navy who resigned from it before the breaking out of the Rebellion,—I fancy you and I do not differ materially on that point,—but to state all that may be said in reference to individual cases, under an imperative sense of justice.

There are two officers in this fleet of rare merit, whether judged in the line of their professional knowledge, of their intellectual and general intelligence, or in their bearing as gentlemen. They were both in the action of the 7th of November, and both distinguished themselves. They have been in various expeditions since, and several times under fire; one of them, Acting Lieutenant Watmough, when in China, at the capture of the Barrier Forts, under Captain, now Flag Officer, Foote, was conspicuous for his gallantry; both cases have points of resemblance which entitle them to your kind consideration, and which, I think, give each great individuality:—

1st. They both resigned after cruises, not on receiving orders after a leave.

2d. The interregnum between their resignation and return to the service as Acting Lieutenants was not over the ordinary time given as leave and shore-duty.

3d. They came forward instantly, and at the dark hour, and made *no terms*. I was very glad to avail myself, while in command of the Philadelphia Navy Yard, of the offer of Lieutenant Watmough's services, whom I immediately dispatched with a battery and some seamen to the Susquehanna river, to cover the troops who were then being transported to Annapolis, where, while so bravely and energetically employed

yourself in furthering the same object, you may have met him, on board the Maryland or elsewhere.

Lieutenant Barnes left his business and went over to the Navy Yard at New York, and asked for any service, and was gladly received by the Commandant and placed on board this ship.

4th. Both have been in active service ever since. Watmough, after serving all summer on the blockade, obtained a command, which he wore out, and obtained another; both inferior in themselves, but which he made efficient. Barnes commanded the Hale, at the affair of Port Royal ferry, on 1st of January, having before commanded a main deck division on this ship, at the capture of the forts.

I will merely add that it is because I am opposed to an indiscriminate return to the navy of every one simply because they may have served during this war, that I have felt impelled to bear this testimony.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 10th, 1862.

Commander J. B. MARCHAND, United States Steamer
James Adger, Charleston, S. C.:

SIR:—I have to acknowledge the receipt of your communication of the 29th ult., detailing the operations of your second reconnoissance with the gunboats up the Stono river, under my order of the 24th, with the gratifying intelligence that you had unmolested control of the river from the sea to the firm land, and could insure a safe transit to the army across the same.

I beg you to receive my commendation for the successful manner in which you performed this service; removing as it did some very unfounded and unpleasant reports of the doings of the rebels, and the falling back of the gunboats.

In the same communication, I regret to find that you express "deep mortification" that Commander Drayton had come to supersede you in command of the vessels, at a time when some credit might be obtained in safely passing the army across, etc.

I have considered you as commanding, for the moment, the largest of the detached divisions of this fleet, as it is the most important, and is so considered by the Navy Department, of the blockading force off Charleston.

I refrained, so long as circumstances enabled me to do so without injustice, from relieving you by either Commander Prentiss or Goldsborough, your seniors; further, when the reconnoissances of the Stono became necessary, I left it optional with you to take charge of it or not. After the first reconnoissance, you returned to your ship, very properly; showing however that you considered the service as a mere collateral to your other duty. When matters had not gone well there, I directed you to return and re-establish them, which you did in a very creditable manner; and I think you should have appreciated this evidence of confidence on my part.

Now, in reference to Commander Drayton, you wrote to me on the 26th, enclosing a communication from Lieutenant Commanding Collins, calling earnestly for additional gunboats with heavy rifles. You say, yourself, "It would be desirable to have more light-draft steamers in the Stono river." The Pawnee was the only vessel that could cross the bar with a more formi-

dable armament. Was I to take her commander out before sending her there?

If you had been able to go in with the *James Adger*, or expressed a desire to remain in Stono, and give up Charleston, I would have sent the *Pawnee* and Commander Drayton to command the force off Charleston.

Having taken especial pains to equalize and apportion on this station to all the commanding officers what they might deem desirable duty, so far as it was possible, having in view the character of the vessels, whether sailing ships, steamers, side-wheel or screw, and above all the draft of water, I am not insensible to such a remark as the one I have quoted above from your communication of the 29th ultimo.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., June 10th, 1862.

Commander P. DRAYTON, United States Ship *Pawnee*,
Senior Officer in Stono River, S. C.:

SIR:—I have your interesting reports of May 30th and June 3d. The former I enclosed to the Department by the *Bienville*; the latter I will forward by the next opportunity.

I approve your course of procedure, but must enjoin upon you no unnecessary expenditure of ammunition; not alone in reference to our supplies of such, but on account of the *guns*, to say nothing of weakening the moral effect on the enemy. I know

your experience has already suggested how difficult it is to satisfy troops on this head when co-operating with them.

If you can spare a gunboat for the Charleston blockade, please dispatch one there.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 10th, 1862.

Commander G. A. PRENTISS, United States Ship Albatross,
Georgetown :

SIR:—I received your very interesting and satisfactory communication of the 25th inst., detailing your proceedings in Winyau Bay, your visit to Georgetown, and the account of the Wacama, which I immediately transmitted to the Department. This whole proceeding meets my entire approbation, and particularly your forbearance in not landing at Georgetown, as the result would not have been commensurate with the risk.

I was sorry to take the Norwich from your force, but the pressure on the blockade at Charleston, and the necessity for gunboats in the Stono river, compelled me to send her to Charleston.

I now dispatch in her stead the Western World, Lieutenant Commanding R. L. Law. She is an efficient vessel, has a formidable battery, and of light draft. I send up also a coal schooner.

It would give me pleasure to come up, and see for myself the result of your operations, but the calls

upon me here render it impossible at this moment; I will endeavor to do so a little later.

I send your mails, etc.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

P. S.—I send back in the *Western World* Mr. Updegrove, the pilot whom you sent here by the *Norwich*. He is of no use anywhere except in the waters of Winyau Bay. He should be paid for any service rendered in this way.

S. F. DU PONT,

Flag Officer.

Flag Ship *Wabash*,

Port Royal Harbor, S. C., June 11th, 1862.

Colonel N. W. BROWN, Headquarters,
Hilton Head:

COLONEL:—I received in the night your communication of the 10th, enclosing one from Lieutenant-Colonel Beaver, reporting a certain number of boats and a rebel force at the White House, opposite Pinckney Island, with your request for an armed tug.

Two gunboats sailed in the evening for Stono and Georgetown. Of the two tugs constantly required for the work of this squadron, only one is armed, and that one now undergoing repairs. On the other I am putting some howitzers, and sending her to make a reconnaissance around Pinckney Island, where she may pick up the boats; but she cannot remain to guard the pickets, as she is required here, and is not properly armed for that service.

I am very respectfully, Colonel,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 11th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—Enclosed the Department will find a communication from Lieutenant Commanding Ammen, of the Seneca, reporting the death of Lieutenant John G. Sproston, the executive officer of that vessel.

The man Huston, whose capture was deemed important, was a guerrilla chief of desperate character; too many of whom are still left in Florida. He had participated in the ambuscade on the boats of the Penguin and Andrews, in the Mosquito Inlet, when two officers and five men were killed.

A contraband who had acted as pilot on that occasion, and was wounded and taken prisoner, this man hung to a tree, and boasted of it.

After being wounded, Huston's life was spared by the sudden interposition of his wife.

Lieutenant Sproston was an able, brave, and devoted officer, from the State of Maryland. He had come under my observation on the China station, in 1858. He was distinguished while in the command of one of the boats which destroyed the rebel privateer under the guns of the Pensacola Navy Yard, in September, 1861, and his whole conduct during this war, has been gallant and meritorious. I consider him a great loss to this fleet, and to the service.

His remains will be forwarded by the Arago. May I ask the Department to have them sent to Baltimore.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 11th, 1862.

Captain C. E. FULLER, Assistant Quartermaster, U. S. A.,
Hilton Head:

SIR:—I have received a communication from Lieutenant Commanding Rhind, referring to vessels arriving at North Edisto for the purpose of selling goods, which are neither army transports nor connected with the Quartermaster's Department, and exhibiting, as authority for doing so, a paper issuing from the Quartermaster's Department, and approved by the General in command, enjoining all Government vessels to let them pass unmolested.

I have to state that all such vessels will require a pass from me, as no military authority can give instructions to the vessels of my command in any of the waters blockaded by the ships of this squadron.

Lieutenant Commanding Rhind has very properly referred the matter to me, and I have intimated to him that in accordance with the general order, a copy of which is enclosed, army transports and all vessels connected with the Quartermaster's Department are to pass without any interference on his part; but that no other vessel will be permitted to enter or remain at North Edisto, without authority from myself or a regular clearance from a collector.

I shall give like instructions to my officers at all places held by the vessels of this squadron.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 13th, 1862.

Captain A. A. HARWOOD, Chief of Bureau of
Ordnance, etc.:

SIR:—When I addressed the Bureau by last mail, I did not believe that my apprehensions would be so soon verified as to the giving way of some of our ordnance under its constant use.

Enclosed please find certain extracts from Commander Drayton's official reports, who is conducting the operations of the gunboats in Stono river and its tributaries.

I shall replace, so soon as I can, the Parrott guns out of order, by those on board the sailing ships on the blockade, which have been but little used; but this is attended with delay and difficulty, having no light transports to cross the bars.

The Bureau will perceive the necessity of hurrying forward others, say twenty-pound Parrotts for the regular gunboats. The two thirty-pounder Parrott rifles announced in the Bureau's letter of June 2d will answer for the Ellen. I hope these and the two one-hundred-pound Parrott rifles are on their way; for it is more than probable that when the rebels find the army is not advancing on James Island, they will bring some heavy guns against the gunboats, and may give us trouble.

Some vessels of the squadron are still furnished with smooth-bore muskets; they complain much of this; a vessel like the Ellen, for example, that goes everywhere, is so much exposed in these inland waters. She recently felt herself helpless in returning a sharp fire from rifles, until she could bring her guns to bear.

Commander Drayton complains that while he has

an eighty-pounder which he is told not to use, the new one sent out has no shell for it.

All these matters, so important in themselves, and which give me so much concern, I think demonstrate the importance of having an ordnance officer attached to this squadron. All returns, and the actual condition of cannon, arms, etc., would be made so much more satisfactorily to the Bureau. I applied early for such an officer, informed the Bureau I had done so, named a lieutenant who was seeking service, but it produced nothing.

The Bureau in its letter speaks of the ordnance depot at Port Royal, and the officer in charge of the ordnance stores on board the Vermont. Why, the latter ship has not even a gunner! and but for the intelligence and devotion of Commander Rodgers to these matters, in addition to his own duties, and the energies of my young flag lieutenant, this department would be in confusion.

I submit, respectfully, whether the ordnance should not be sent forward by a steamer.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 14th, 1862.

Commander J. B. MARCHAND,

Senior Officer off Charleston, S. C. :

SIR:—I enclose a copy of the last dispatch from the Department in reference to the contemplated running of the blockade by various steamers from Nassau.

I presume after the last blow, so late in the season, we may look for continued settled weather for a time.

In view of this, I wish you would consider the propriety of closing in the ships a little more. I am aware there are two sides to this question, and I leave the thing to your discretion and judgment, from your better knowledge of the localities.

Will you also think if there would be any advantage in having a ship under Cape Romain? Lieutenant Commanding Upshur thinks there would be.

The Flag will follow the Flambeau to-morrow to report to you.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 14th, 1862.

Lieutenant Commanding A. C. RHIND, United States Steamer
Crusader, North Edisto :

SIR:—I have to acknowledge the receipt of your communications of the 1st and 10th insts.

I am glad that the Planter has proved so useful a transport, and that we have again been able so materially to aid the army, especially at a critical time, when its generals were almost helpless for want of transports.

Your course in regard to vessels entering North Edisto for trade exhibiting passes only from the military authorities, meets my approval. Enclosed you will find a copy of a communication from myself to Captain Fuller, the Chief Quartermaster at Hilton Head on this matter, to which as yet no answer has been returned.

No vessel, unless an army transport, or connected

with the Quartermaster's department, can enter and remain at North Edisto, without a pass from me or a regular clearance from a collector. When any such vessel arrives, order her to leave the harbor and get a pass if she wishes to trade.

Enclosed you will find an order detaching Acting Master Collins from your ship. Please make out a more formal report of his case, that I may forward it with a dispatch recommending his dismissal from the service.

I understand there is a good deal of labor involved in supplying the Planter with wood. Would it not be well to organize a body of contrabands for this work?

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 16th, 1862.

Honorable GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—I have the honor to enclose a very interesting and very graphic letter from Lieutenant Commanding Truxton, of the Dale, giving, in strong and earnest words, the condition of many of these sea-islands in consequence of the withdrawal of the army forces to Stono.

The Dale is anchored in St. Helena Sound, abreast of a fort on Otter Island, which until lately was occupied by the troops of General Hunter; while at the same time pickets were stationed on many of the adjacent islands to give notice of the approach of the

rebels. In consequence of late projected movements, most of these forces have been transferred to Stono; leaving only the Dale, a sailing vessel, to protect the contrabands remaining of choice on the plantations where many of them had been born.

The rebels, through information given by a *negro* who had been employed by our army, became aware of the absence of the troops, and under this man's guidance, made a descent upon Mrs. Marsh's plantation, on Hutchinson's Island, surrounded the house, and with a ferocity characteristic, at all events, of this part of the South, murdered in cold blood the poor unfortunates, who were awakened from their slumbers to fall by the hands of the infuriated rebels.

The Department will perceive by the narrative how much the gunboats are looked up to by the contrabands, for their defence; and how much feared by the enemy for attack. Even while engaged in firing upon frightened, unarmed blacks, their constant dread was of the *ship*.

But, while most desirous to afford protection in all cases, I must earnestly press upon the Department the necessity of sending me more steam vessels of light draft, and, at the same time, of calling the attention of the Government to the urgent need of more troops on this part of the coast.

A good portion of my force is now in the Stono river, covering the army; and to do this, I am necessarily obliged to take these vessels from their legitimate duty of blockading, and at a time when, from information derived from the Department, a concerted attempt is about being made to break the blockade either by stratagem or force.

The army for months past has had control, in a

manner, of many of the sea-islands in this vicinity, extending to North Edisto. The contrabands have remained quietly there, cultivating the plantations under our protection; and it seems to me that the Government is bound by every principle of justice and policy to shield them from these barbarous inroads.

I think this is a fitting occasion to bear testimony to the zeal and earnestness ever displayed by Lieutenant Commanding Truxton since he has had charge of the waters of St. Helena Sound.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 18th, 1862.

Commander E. G. PARROTT, United States Steamer
Augusta, Port Royal:

SIR:—When ready, you will please proceed to Wassaw Sound and relieve Commander Goldsborough, of the Florida, at present in charge of those waters.

He will give you such local information and the results of his experience as may be desirable for you to have.

The main object of occupying this sound is for an inside blockade, as it is one of the approaches to Savannah. It is no longer probable that any attempt will be made from without. The rebels however have three steamers yet in Savannah,—the ———, mounting two guns; the ———, mounting two guns; and the Fingal, mounting four. By Wilmington river they could avoid Pulaski, and reach the sound; but the deserters and contrabands report them as laid up. Still, a proper vigilance should be kept up.

A boat's crew and officers captured from the Sumter, and my general order of the 2d inst., will call to mind the necessity of not letting boats go off on pleasure parties.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 18th, 1862.

Commander P. DRAYTON, United States Steamer Pawnee,
Senior Officer, Stono :

SIR: — Your several reports since those of May 30th and June 3d, already acknowledged, have been received, and I beg to say your operations in the Stono, with the division of gunboats under your command, have been very satisfactory to me, and creditable also to you and the officers and men employed.

You will perceive by a general order from Major-General Hunter, issued on the 14th inst., that your operations have been equally gratifying to him and the army present.

I am compelled to withdraw a portion of your force, for I must have the Hale and Henry Andrews, on account of their draft, for operations in Georgetown, S. C. The Norwich will replace one of them.

I have information from the Department of an organized intention to force the blockade, on a large scale, either by stratagem or force; and that portion of the squadron now in the Stono is withdrawn from my own legitimate and pressing duties.

If the generals near you are disposed to demur, please let them know this; but the vessels must be sent

immediately to Georgetown, to report to Commander Prentiss.

In consequence of having no small vessel to watch the Santee, the Seabrook steamer has escaped to Nassau, where I think she will carry such information as will direct a portion of the steam fleet waiting there to Georgetown; besides, I have other important duty for Commander Prentiss, and he must have the light-draft vessels to execute it.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

P. S. — The Hale and Henry Andrews will first report to Commander Marchand of the James Adger, off Charleston, receiving from him certain marines to accompany these steamers to Georgetown.

S. F. D. P.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 18th, 1862.

Commander G. A. PRENTISS, United States Steamer
Albatross, Georgetown, S. C.:

SIR:—I have your communication of the 12th inst., detailing your operations since your previous report. These are satisfactory. I regret of course the escape of the Seabrook; but this could not be avoided with your small force, and it was impossible for me to increase it.

I am much impressed by your suggestions in reference to the burning of the railroad bridge, and the erection of a battery on Black river; and notwithstanding the great demand upon the light-draft vessels

in Stono and elsewhere, I am ordering the Hale and H. Andrews (7½ ft.), to proceed immediately and report to you.

These steamers will be accompanied by some marines from the ships off Charleston; but they must be returned to their respective vessels as soon as you have finished operations in the Santee.

If you can destroy that bridge, it will be a very handsome thing.

You will receive and protect all contrabands that come in, and send them, if most convenient, to Port Royal.

I have noted especially your report of the condition of your crew, so many of whom are over their term of enlistment, and also the position of the men from the Cumberland and Congress.

I can see no better way of meeting the emergency, and doing what is just to the men, than for you, so soon as you get through the operations on the Santee and elsewhere, to leave the senior officer in charge of the waters you are now holding, and proceed to Philadelphia, get another crew, and return to your station.

You will, therefore, do this without further orders, after reporting your proceedings to me.

The capture of any rebel property, such as cotton and rice, is proper. I would not destroy, however, buildings or houses, unless used by the rebels for stationing pickets, or any other military purpose which may be annoying. This of course does not apply to the railroad bridge.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 21st, 1862.

To Major-General D. HUNTER, commanding
Department of the South:

GENERAL:—I have the honor to acknowledge the receipt of your communication of this date in reference to the conduct of the master of the steamer Delaware, which it became my duty to bring to your notice.

The very prompt and thorough action on your part, vindicating so completely the military principles and proprieties insisted upon on all sides, induces me to ask, as a favor, if Captain Cannon is satisfied of his misconduct and ready to admit it to Lieutenant Commanding Rhind, that you may not deem it necessary to discharge him from the public employ. I am the more disposed to make this suggestion that I learn the master of the Delaware has been a very efficient man in the line of his duty; and as he will be so well instructed as to his future course by the emphatic manner in which you have been pleased to view his conduct, I think this may be done with propriety.

Gratified and sympathizing in all you have expressed as to the harmony and union which should direct the two branches of the national service, I am, General, with great respect, your most obedient servant,

S. F. DU PONT,
Flag Officer.

(Private and Confidential.)

Flag Ship Wabash,
Port Royal Harbor, S. C., June 23d, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

MY DEAR SIR :—As recent operations and results on St. John's Island in no manner pertained to my command, I have no official report to make of them, but will simply observe here that the gunboats in the Stono rendered all the assistance in their power, and I believe were very important by their presence alone, during the retreat of the troops.

I enclose for your perusal the copy of a very interesting private letter from Commander Drayton, which it strikes me you would like to see ; but you will perceive he expresses himself to me without reserve, though with his usual calm and just spirit, and I beg you to consider it confidential.

With warm regards to Mr. Fox, I am, my dear sir, with great respect,

Faithfully yours,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 24th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR :—I have the honor to report that the Gem of the Sea, Acting Volunteer Lieutenant J. B. Baxter commanding, captured a schooner called the Mary Stewart, near the entrance of the South Santee. She was from Nassau, and purported as usual to be bound

for St. John's, N. B.; her cargo principally salt. She was sent to New York.

About two o'clock in the morning of the 20th inst. the Keystone State, Commander Le Roy, captured the English schooner Sarah, attempting to run out of Charleston. She belonged to Nassau, and had on board one hundred and fifty-six bales of cotton.

At daylight the same morning, the Alabama, Commander Lanier, captured a small schooner, whose name was ascertained to be the Catiline, of Charleston. She had on board thirty-three bales of cotton.

Both these schooners were sent to Philadelphia for adjudication.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 25th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:—I enclose another interesting report from Lieutenant-Commanding Rhind, of further operations in North Edisto.

On the 21st inst., with the Crusader and the Planter, piloted by Robert Small, he ran up North Edisto river into Wadnelaw Sound as far as Simmons' Bluff,—which is on the mainland.

The rebels had an encampment there, and some artillery, but made no use of the latter. A few broadsides from the Crusader dispersed the enemy; and Lieutenant-Commanding Rhind, on landing with a company of the 55th Pennsylvania Volunteers, under com-

mand of Captain Burnett, met with no resistance. About thirty tents and some cabins used as quarters were fired, and a few muskets brought away. We had no casualties.

The Department has noticed how active Lieutenant-Commanding Rhind has been while holding the waters of North Edisto, but I respectfully submit that he should have a better command sent to him when the Department can do so, for I think he has justly earned one.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 27th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—I enclose two communications; one from Commander Marchand, and the other from Commander Le Roy.

It appears that between two and three o'clock of the morning of the 23d, two steamers attempted to run the blockade; one, a screw steamer, supposed to be the *Hero*, and under British colors, succeeded in passing our line, and in entering Maffitt's Channel. At daylight she was observed to be aground near the Moultrie House, close to a battery of four guns, and protected also by the guns of Sumter, and the battery on Cumming's Point.

The *Seneca* approached as near as she could with safety, and fired several shells, which however fell short;

whilst those of the rebels, from their rifled cannon, passed 300 or 400 yards over and beyond the Seneca.

The other steamer was a side-wheel, and proved to be the Nashville, now known as the Thomas S. Wragge. Finding it impossible to enter, she stood out to sea, followed by the Keystone State, Flag, and James Adger. The two latter steamers, however, soon gave up the pursuit, finding it useless; but the Keystone State continued the chase during the entire day, lightening the vessel in every possible way, and towards evening was rapidly gaining on her; but darkness coming on, with thick rain squalls, the Nashville succeeded in eluding pursuit. The Keystone State chased her over 300 miles, and is the only vessel in my squadron that can compete with her in speed.

It is unnecessary for me to state to the Department how much I regret this occurrence; but having myself visited the Charleston station, and given personal attention to the proper placing of the blockading vessels, I am satisfied that no improvement can be made in this respect, and in justice to the officers off there, I do not hesitate to say that greater vigilance could not be exercised.

I have already informed the Department that an arc of thirteen miles has to be covered; and although it might be supposed that eight steamers and four sailing vessels could cover this, nautical men know that a ship may pass within two cables' length, on an ordinary dark night, without being seen. I should have had full twenty vessels off Charleston but for the necessary operations in Stono and Georgetown, S. C.; and if the Department wishes to render the running of this blockade impossible, I must respectfully ask for more steamers. Sailing vessels are of no use; in-

deed, I am afraid they serve as beacons to the enemy, being seen so much further than the steamers.

In this conclusion I may refer to a dispatch from the Department received last evening, enclosing a communication from a Mr. Adams to the Assistant Secretary of State, speaking of the escape from Charleston of the British steamer *Economist*.

This vessel got out of Charleston when most of the blockading force was engaged in the expedition southward, resulting in the possession of the whole coast as far as Mosquito Inlet, and when there were comparatively few ships off Charleston. The details, however, as given in Mr. Adams's communication, are as absurd as the story that the *Wabash* was there. These statements are simply untrue.

Since writing the above I have again looked at the papers, and observe that the individual who addresses the Assistant Secretary of State is not a member of the United States Legation. He seems to have volunteered this information, which the Under Secretary apparently did not consider worthy of notice.

As the officers off Charleston are ceaseless in their vigilance, I have already asked the Department not to permit itself to be disturbed by idle stories and falsehoods told at Nassau and in England, derogatory to them, to suit rebel purposes.

I enclose copies of two letters from Mr. Whiting, consul at Nassau, which Flag Officer Lardner may not have forwarded. Commander Stellwagen informs me that H. B. M. Ship *Bulldog* is convoying these vessels out to sea, on their way to break the blockade.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,

Port Royal Harbor, S. C., June 27th, 1862.

Commander S. W. GODON, United States Ship Mohican,
Port Royal, S. C.:

SIR:— You will proceed with the Mohican, under your command, to Fernandina, and receive from the Dawn, Lieutenant Commanding Clary, such portion of her crew as belonged to the Cumberland, the crew of that ship having been paid off at home.

You will then proceed off Stono and communicate with Commander Drayton, receiving from him all men whose times are out before the 20th of July; doing the same at Charleston, where Commander Marchand is the senior officer.

Should any men remain, after filling the vacancies in the different ships of those who were not in the Mohican on the coast of Africa, including marines, you will transfer them all to the James Adger. Be particular about accounts and descriptive lists.

Having performed this duty, you will proceed to Philadelphia, and report your return, in obedience to this order, to the commandant of the Philadelphia station, and through the latter to the Secretary of the Navy, to whom I will write by next mail, or perhaps have a letter for him to meet you off Stono or Charleston.

I avail myself of this opportunity to say that I am depriving myself of the services of the Mohican and her gallant officers and crew, with extreme regret; but to expose the latter to a third summer on this coast, after having passed the two previous ones in Africa, would amount in time of war almost to cruelty; and it is because I have heard no complaint from them that I am the more inclined to yield to the just necessities of the case.

Thanking yourself especially for your indefatigable zeal and energy in the discharge of your duties while in the command of the Mohican, and of divisions of this squadron separated from my flag, I am, respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 28th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:— I have the honor to report to the department that the Bienville, Commander J. R. M. Mullany, arrived at Port Royal this morning to rejoin this squadron.

On her way she captured yesterday the schooner Morning Star, showing English colors, with a cargo of salt, acids, copperas, etc., about twenty-five miles south-east of Wilmington.

Commander Mullany has informed the Department of the particulars.

Respectfully, etc.

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 28th, 1862.

To Honorable GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:—I have determined, though reluctantly, to send the Mohican to the North.

Her engine is in such a condition that the vessel cannot be used for outside blockade; in addition to which, her officers and most of her crew have been for two summers on the coast of Africa, and after their return from that station gallantly volunteered to join this squadron.

The terms of many of the men will expire early in July, and as the officers and crew have always exhibited a constant readiness in the performance of any duty required of them, I am induced to show them my appreciation of their long and faithful services, and have therefore ordered the Mohican to Philadelphia to be paid off and repaired.

All men and some officers who have not been on the coast of Africa, I have taken out to relieve those on the various ships whose times are expiring.

She will take home fourteen men from the Dawn, who were part of the crew of the Cumberland.

The arrival of the South Carolina, and the return of the Bienville in good order, have reconciled me to this necessary step.

I deem it but just to say that Commander Godon, his officers and crew, have ever been ready and zealous in the discharge of their duties.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 30th, 1862.

Captain C. O. BOUTELLE, U. S. Steamer Bibb,
Assistant Superintendent United States Coast Survey:

SIR:— You will proceed with the United States Steamer Bibb, under your command, to Hampton Roads, stopping on your way at North Edisto, Stono, and Charleston, communicating with the commanding officers at those places, and delivering all mails and stores put under your charge.

It will give me pleasure, in transmitting your various reports to the Secretary of the Navy, to call attention to the varied and continuous services of the vessels of the Coast Survey since they have been attached to this squadron; and particularly to the zeal which you have always exhibited, not only in the execution of the duties pertaining to the Coast Survey, but in aiding the important war operations on this coast, by assisting with your best knowledge the gunboats in crossing the various bars and entering the different inlets, regardless whether they were to be brought under fire or not.

You will please convey to those associated with you my appreciation and commendation of their services, which I purpose to bring to the notice of the Superintendent of the Coast Survey.

The buoy vessel S. C. Steele will be left in charge, for the present, of Commander Drayton, the senior officer in Stono, until I can give further directions.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 30th, 1862.

Lieutenant Commanding A. C. RHIND, U. S. S.
Crusader, North Edisto :

SIR:—I have to acknowledge your two interesting communications of the 23d inst., giving an account of your expedition to Simmons's Bluff, and dispersing a rebel encampment there. I have forwarded a copy of your report to the Department, with a dispatch which I closed with the following paragraph: "The Department has noticed how active Lieutenant Commanding Rhind has been while holding the waters of the North Edisto; but I respectfully submit that he should have a better command sent to him when the Department can do so, for I think he has justly earned one."

I enclose to you a general order of Major-General Hunter, dated June 21st, arising out of the conduct of the captain of the Delaware.

This case was brought to the attention of Brigadier-General Benham immediately after the occurrence, but no action was taken on his part.

I then reported the matter to General Hunter, who acted promptly and effectively, as you will perceive by reading his communication to me, a copy of which is enclosed. Brigadier-General Benham had evidently never mentioned the occurrence to him.

Presuming that it will be more agreeable to you to come to Port Royal for your stores, I will endeavor to send a vessel to relieve you in time.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 30th, 1862.

Commander JOHN J. ALMY, United States Steamer South
Carolina, Port Royal:

SIR:—You will please proceed with the United States steamer South Carolina, under your command, off Mosquito Inlet, and take charge of the blockade there.

On your way look out for any steamers approaching the coast, particularly such as may be steering square on, as we are aware that there are a good number now, or lately, at Nassau, prepared to run the blockade.

You will find the Wyandotte off Mosquito, and whenever it becomes necessary, either from want of provisions or other cause, you can send the Wyandotte to this port.

The bar there is a shallow one; before the rebellion it was resorted to for live oak by the United States contractors, and a large quantity was burned by the rebels after our visit. My object in blockading it is that arms have been transhipped at Nassau into small vessels landed at New Smyrna, on the inlet. The steamer Cecile, drawing six feet, landed last winter a cargo of Enfield rifles.

I shall communicate with you once, between the supply ships, by one or the other of the pilot boats, and forward your mails.

You will receive herewith the general orders and various papers connected with squadron duties.

The station you are to occupy is important, but a very dreary one, and I will relieve you in a reasonable time.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., July 3d, 1862.

Lieutenant Commanding J. W. A. NICHOLSON,
Senior Officer, St. John's :

SIR :—I have received your communication of the 27th ult., with its enclosures.

Your answer to the colonel commanding the rebels meets my approval. Of course the town of Jacksonville is safe so long as the gunboats are not fired upon from its vicinity.

In reference to the contraband question, my instructions are to surrender none, no matter whether the parties asking for them profess to be loyal or not. There has been so much abuse of this privilege that it can no longer be granted. A glaring instance of it occurred in the case of the murderer Huston, whose slaves were returned to him on the false pretence of a neighbor that they belonged to a Union man. Even supposing the claimant may be loyal, yet if he takes his slave among the rebels, he is liable to be seized at any moment and put to work in erecting fortifications against our forces.

Should any further applications be made to you, ascertain the name of the party applying, provided he satisfies you of his loyalty, and the names of the persons claimed, and enter the same on the log-book, informing the claimant that the Government will determine the case after the war is over.

I have read the paper forwarded by you, written by certain of the officers of the Patroon, and Acting Master Seller's denial of the charges made. It is impossible for me, situated as the vessels are in St. John's river, to institute a court of inquiry, you being the only commissioned officer there; but I desire that

you should make an informal investigation of the matter, and report the facts to me.

Enclosed are the papers referred to, which you will return to me with your report.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., July 4th, 1862.

Commander P. DRAYTON,
Senior Officer in Stono river :

SIR:—On the receipt of this order you will send at once to this port the Paul Jones and the Unadilla, the enemy having to-day made an attack on Port Royal Island, at various points, and something more serious being apprehended by the army.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., July 4th, 1862.

Major-General D. HUNTER, Commanding Department
of the South :

GENERAL:—From information just received from Brigadier-General Saxton of the enemy appearing to-day, I send an order to Commander Drayton to dispatch at once two gunboats to this place.

The new vessel, the Paul Jones, with a most for-

midable battery, and drawing but seven and a half feet, will sweep the Coosaw of all batteries that may be erected.

Will you please forward the order if you are sending up.

In haste, yours, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., July 5th, 1862.

Commander J. R. GOLDSBOROUGH, Senior Officer,
St. Simon's Sound:

SIR:— Having every reason to believe, from information received from Acting Lieutenant Commanding Watmough, that Ossebaw is resorted to by the rebels, and that a fort has been constructed on the Ogeechee river, I have determined to place the Potomska there for the present.

On the receipt of this you will therefore order Acting Lieutenant Commanding Watmough to Ossebaw, to enforce the blockade of that Sound. I will send you another vessel as soon as I can.

Lieutenant Commanding Watmough will use his best judgment in placing his vessel, as she will have to cover the entrances of both the Ogeechee and Vernon rivers.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., July 3d, 1862.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—The most important of my late operations has been reported to the Department, viz., the quick seizure of Stono Inlet and river before the rebels could discover the very great military error they had committed in abandoning the strong defences of those waters, protected as they were on the exterior by the dangerous shifting and shallow bar leading into them.

The army determined to avail itself of this successful turning of all the forts in Charleston harbor, which presented so fine and proximate a base of operations.

Under the cover of light vessels, including the Pawnee, which was bumped over the bar, the troops were landed on James Island, the firing being almost continuous for two days, and succeeded in obtaining secure positions; the naval part of the operations having received the commendation of the commanding general, in an order which I have before transmitted.

On the return of Major-General Hunter to Port Royal, an attempt was made in his absence, by a general advance of the army forces, to carry the rebel works at Secessionville, which it was thought were in unpleasant proximity to the camps.

The effort was unsuccessful, and the troops fell back without being fired upon or followed, and returned to their lines without demoralization; but, I grieve to add, with a loss of killed, wounded, and missing, approaching seven hundred.

This event was followed by an order for the

evacuation of James Island, and of the works already erected there.

On hearing this, incidentally, I immediately dispatched Commander C. R. P. Rodgers (who, in addition to his duties as captain of this ship, has been discharging those of captain of the fleet), to Stono to see Commander Drayton, and ascertain the effect which this new order of things might produce on the naval force.

I have the views of both these intelligent and experienced officers, based upon a local inspection of the important points involved; and I purpose myself, though a short time ago I passed along all the points of my station, to visit them again in a few days.

I have to thank the Department for the arrival of the Paul Jones, most opportunely for the protection of the waters flowing into Port Royal harbor.

Port Royal Island was attacked yesterday, in more than one point, and until I can get her or a vessel of light draft into the Coosaw, the soldiers and plantations will not be safe. I have sent for her for this purpose. My impression is that a general order has been issued by the rebel authorities to carry on a guerilla warfare in all directions; a matter not likely to produce important results, except the loss here and there of valuable lives, and a still greater absorption of my force.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., July 7th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—I have endeavored, through the many resources which the Department has sent me so liberally, to make this station answer the purpose of supplying the wear and tear of this fleet, which necessarily requires so much refitting; and but very rarely have I despatched a vessel North for these objects.

The Department, however, is well aware that the *morale* of a large body of men must be kept up in a long contest; and I believe my watchfulness on this point, in retaining no man over his time, and in sending the ships home in turn, whenever without detriment to the service it could be done, has had a most happy effect.

The crew of one vessel, however, has been for some time entitled to my consideration. The ship has been long over a year in commission, and the bulk of the men were enlisted some months before. She was in the action at Hatteras, blockaded Charleston in the summer of 1861, when no other vessels now in this squadron were even in commission, except the Pawnee and the Vandalia; the latter of which was permitted to return last winter. I am speaking of the Wabash.

I had indulged the hope that the progress of events here by this time would have authorized me to have asked the Department to have returned in her for a few days to recruit; but while I find *this* impossible, I do not at this particular moment find it impossible to spare the ship on public grounds, though exceedingly inconvenient.

I have therefore directed Commander Rodgers to proceed with the Wabash, on the 8th or 9th inst., to Philadelphia, and, with the permission of the Department, to let her crew have liberty. The men have never yet landed but to fight, in a period of over twelve months.

I have determined to forego all repairs upon her. She must dispense with taking out her mainmast, or taking her machinery apart; and I have to ask the Department to dispatch her immediately after the crew have had their run on shore,—say about the 5th or 6th of August.

The Wabash is my base of operations. The order, discipline, and effectiveness of both officers and crew enable her to perform the immense work required in various ways for the whole squadron, and which can scarcely be understood even at the Department. I have, therefore, earnestly to request that the Department will be pleased to give Commander Rodgers orders to leave Philadelphia without having detached an officer or man.

The steam frigates of her class being equally distributed in all the Northern ports, at Portsmouth, Boston, and New York, I have sent the Wabash to Philadelphia, where she was built, and where her crew will be less liable to be inveigled away by the high prices now given at other ports, in the merchant service.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., July 8th, 1862.

Commander J. R. GOLDSBOROUGH, Senior Officer,
St. Simon's:

SIR:—The Rev. Mr. French and Mr. Fuller are Government agents to see to the welfare of the contrabands. You will please receive these gentlemen as such, and afford them any facilities in your power in carrying out their philanthropic efforts.

Mr. French has clothing for the colony on St. Simon's, and Mr. Fuller goes to see to the introduction of the culture of the rutabaga.

Will you let the Darlington wait for Mr. French? He thinks he shall do all he desires in two days.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., July 8th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:—I enclose reports from Lieutenant Commanding Creighton, of the Ottawa. The Department will perceive that the term of service of her crew expires in August, and she seems to be much disabled. I have to request that she be replaced by a vessel of her class.

I regret to say that the vessels of the squadron are fast breaking down, while my requirements are in no wise lessened.

The Flambeau has to be towed North.

The Huron is rarely in order, and Commander Drayton reports her to-day as nearly broken down.

The Henry Andrews has broken her rudder.

The Norwich has always to be repaired; she is now here, with hot-well out of order, and deck-pumps all wrong; leaking badly in her bow.

The Flag has been leaking badly; strained by improper docking at Baltimore. Her commander reports an increase in her leak, and I have to withdraw her from Charleston for inside work.

The Wyandotte is not safe outside any longer, and came near being lost.

The Potomska is in a similar condition.

The Pocahontas came in yesterday, entirely done up; when she lost her boats off Charleston in a gale, she had barely power to keep her from being wrecked herself.

The Roebuck is useless, and I am sending her home.

The Fernandina has arrived. I mention these things, not to complain, but to explain.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

(Unofficial.)

Flag Ship Wabash,
Port Royal Harbor, S. C., July 8th, 1862.

Rev. S. H. TYNG, D. D., New York:

REV. AND DEAR SIR:—I had the honor and gratification to receive yesterday your most kind letter of 28th ult., as President of the National Freedmen's Relief Association of New York, for which please accept my thanks.

I am happy to think that I may have been able in any way to contribute towards the Christian and philanthropic efforts of those devoted men and women who are ameliorating the moral and physical condition of a race deserted by those who owe their substance to the sweat of their faces, and found by us in a most pitiable state.

I think you have, however, quite overrated these services. A cordial sympathy in the work has probably been mistaken for such.

With grateful sense of your own kind expressions to me personally, I am, reverend and dear sir, with the highest respect, your most obedient and humble servant,

S. F. DU PONT.

Flag Ship Wabash,
Port Royal Harbor, S. C., July 9th, 1862.

Commander CHARLES STEEDMAN, United States Steamer
Paul Jones, Port Royal:

SIR:—I desire a reconnoissance made of Ossebah Sound, coast of Georgia. I believe it may be used as an exit from Savannah, by small vessels, through Romilly marshes, and one schooner, it is thought, has entered not long since.

I learn there is a fort up the Ogeechee, and the Darlington saw two small steamers in that direction recently.

Your can feel this fort with your long-range guns, and destroy it if you can; but as there is no military operation involved, this must be done with sound discretion, and without unnecessary loss.

I recommend your going in by way of Sapelo.

You will take the Potomska, Lieutenant Commanding Watmough. I have sent orders to this effect to Commander Goldsborough, but they have not reached him. You will be accompanied by the Unadilla from here, and will avail yourself of Mr. Godfrey, the master of the Darlington, as pilot; but I wish the Darlington, as soon as you can spare him, to proceed to her destination.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Off Charleston, July 10th, 1862.

Commander C. R. P. RODGERS, United States
Ship Wabash:

SIR:—The crew of this ship have never been on liberty since they were enlisted, extending back now to a year from last March and April.

They have borne this privation with patriotic devotion, and without the slightest complaint; and although I can ill spare the Wabash on public grounds, and whilst it is a matter of great personal inconvenience to me to shift my flag, still I have determined to send her to Philadelphia, that her men may have a few days recreation.

You will therefore proceed with her to that port, reporting your arrival to the commandant of the naval station, and by letter through him to the Navy Department.

Of course, once there, all orders for your return must emanate from higher authority. You are aware how necessary this ship is to me as a base of opera-

tions; and at a moment too when I have just learned the military force is to be reduced on this coast. I have asked the Department to dispatch her, without fail, from 1st to 5th of August, and I am quite sure you will have everything ready to accomplish this if the order be given by the Department.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Off Charleston, July 10th, 1862.

HON. GIDEON WELLES, Secretary of the Navy,
Washington:

SIR:—I have the honor to forward the enclosed communication of Commander Marchand, referring principally to the capture of the steamer Emilie, formerly the Wm. Seabrook, of Charleston. She has been sent to Philadelphia.

The captain, D. B. Vincent, goes North in this ship; and as he is from Charleston, and has been engaged more than once running the blockade, and on one occasion, by falsely pretending to be in distress, received assistance from the Roanoke (running in on that night to Charleston), I recommend that he be sent to Fort Lafayette.

The supercargo, also from Charleston, has been engaged in running the blockade, and should not be permitted to be at large.

I respectfully submit that the Department cannot exercise too much vigilance in preventing the return of these men, who, from their local knowledge of this

part of the coast, are the most efficient instruments of the rebels in violating the blockade.

One of the Lockwoods, when I left Hampton Roads last October, was a prisoner there, but was subsequently set at liberty, and, until lately captured on the Isabel, was engaged frequently in piloting British and rebel vessels into Charleston.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., July 12th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—Enclosed is a survey on the United States steamer Norwich. She cannot be put in condition for service here, and, much against my will, I have ordered her to proceed to New York, where I trust she can be in a short time repaired and sent back to this squadron.

I have retained nearly all her crew, who are enlisted for three years, and put on board the Norwich the men from the Ottawa, and a few from the Alabama, whose times are nearly out.

I have also detached Acting Assistant Paymaster Darling, transferring him to the H. Andrews,¹ and at the same time detached Acting Assistant Paymaster Heberton, who has been an invalid, from the H. Andrews, and ordered him to the Norwich.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, July 18th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR :— Enclosed is a bill of lading for twenty thousand feet of yellow pine lumber, shipped from the St. John's river by Lieutenant Commanding Nicholson, the senior officer there, to the commandant of the naval station at New York.

I have been informed that, by the law of prize, as settled in the New York courts, such timber is considered as prize, and if such be also the view of the Government, I would respectfully ask that directions be given to the commandant of the naval station at New York, to turn the same over to the Prize Commissioner for adjudication.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., July 18th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

Sir :— I have the honor to forward an appraisal of value of the hull, machinery, tackle, etc., of the steamer Darlington, captured near Fernandina, Florida.

At the time of taking Fort Clinch and Fernandina, I communicated to the Department the circumstances of the capture of the Darlington. She is a high-pressure boat, of light draft, and can only be

used in smooth inland waters. I have found her of great service as a dispatch vessel. She can never be taken North, and I have therefore had her appraised.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, July 18th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—When I sent back the Marine Battalion, thinking its organization as such might be maintained, I took from it only a very few men, to fill some vacancies.

I have to say now that the marines of this squadron are short; and on board of this ship, especially,—where, on account of the large amount of public property, and of stores, including whisky, to be overlooked and transmitted from her day and night, to the different vessels of the squadron, an increase of guard is particularly needed. This important service is now badly performed for want of sufficient police, and many of the men were drunk yesterday.

I have to request that fifty marines be sent down to the squadron; that thirty of them be forwarded at once, with an officer to take charge of the guard of this ship.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., July 21st, 1862.

Commander E. LANIER,
United States Ship Alabama :

SIR:— When a house was burned on the Santee, in an expedition up that river under Commander Prentiss, I learn with great mortification that plunder was permitted.

I have given stringent orders to the senior officer at Georgetown to collect all articles on board of any vessels of the squadron, to be sent to the United States military governor at Beaufort.

The Hale brought down here some of that plunder. I wish you to ascertain from Lieutenant Gillis, now your executive officer, what became of it.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., July 21st, 1862.

Lieutenant Commanding BALCH, United States Steamer
Pocahontas :

SIR:— You will please proceed with the Pocahontas, under your command, and assume charge of the blockade at Georgetown, S. C., and the tributary waters, as senior officer.

My last advices from there informed me that some seven hundred contrabands, including women and children, had collected on North Island. It is General Hunter's intention to send a steamer to transport them to Port Royal.

Please protect them until this can be done, and give all the facilities you can towards embarking them.

Please select on your arrival one hundred of the best of those contrabands, to be shipped on their arrival here for the public service. The medical officer should look at them.

In an expedition up the Santee, under Commander Prentiss, a house belonging to a Mr. Blake having been used for military purposes and otherwise, it was burned by order of Commander Prentiss, in accordance with my instructions to the following effect: "The capture of any rebel property, such as cotton and rice, is proper. I would not destroy, however, buildings or houses, unless used by the rebels for stationing pickets, or any other military purpose which may be annoying."

I have been informed, however, that property was taken from the house, and carried on board some of our vessels by officers and men. This is against all my orders, instructions, and injunctions; and I am pained to learn this deviation from them. Commander Prentiss had gone North before I knew of this circumstance.

You will please inquire into this transaction, and cause to be collected every article so taken, in whosever possession they may be; and placing them on board the *Western World*, will dispatch her to this port, with the hundred contrabands above alluded to.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., July 21st, 1862.

Commander E. G. PARROTT, United States Steamer Augusta,
Senior Officer, Charleston :

SIR:—I have received the reports of the serious condition of the Sumter. She must be sent to this port at once, though I have no vessel to take her place. I trust, however, that the Huron and James Adger will be off Charleston in a few days.

The French corvette Renaudier leaves here tomorrow for the purpose of removing from Charleston the consul's wife. You will please allow her to enter.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., July 23d, 1862.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—I have the honor to inform the Department of the present positions of the vessels of my squadron on the blockade.

Off Georgetown, the steamers Pocahontas, Western World, and bark Gem of the Sea.

Off Bull's Bay, the United States steamer Restless.

Off Charleston, the steamers James Adger, Augusta, Alabama, Bienville, Sumter, Crusader, the United States ships Vandalia, Onward, Shepherd Knapp, bark Fernandina, and yacht America.

In Stono waters, steamers Pawnee, Ottawa, Pembina, Henry Andrews, and Ellen.

In North Edisto, the steamers Mohawk and Planter.

In St. Helena Sound, the United States ship Dale.

In Wassaw Sound, the steamer Flag, and bark Braziliera.

In Ossebow Sound, the steamers Unadilla and Potomska.

In St. Simon's, Altamaha, and Sapelo, are the steamers Florida, Wamsutta, Madgie, and E. B. Hale.

At Fernandina, the steamers Dawn and Darlington.

In St. John's river, the steamers Isaac Smith, Patroon, and Uncas.

Off Mosquito Inlet, the United States steamer South Carolina.

In Port Royal harbor, the steamers Keystone State, Huron, Seneca, Wyandotte, and schooner G. W. Blunt, all of which, except the one first named, are undergoing repairs.

The Paul Jones has just returned here from a reconnoissance in the waters of Ossebow Sound. She will leave to-morrow for the St. John's to relieve the Isaac Smith.

The Hope is constantly running up and down the coast as a dispatch vessel. The tugs Mercury and Pettit are employed in this harbor. The store ship Courier goes to New York this week.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., July 23d, 1862.

J. SENTHALL, Esq., Chief Bureau Construction,
Equipment, and Repair:

SIR:—I have the honor to enclose a report of a survey on the United States gunboat Seneca.

The master machinist has given me as his opinion that the repairs he is now making for upholding the shaft cannot last over three days' steaming.

I regret so much, however, to lose the services of this vessel, that I am going to place her for a few weeks in Wassaw Sound, that I may send another vessel to the blockade of Charleston.

I take this occasion to state to the Bureau that I am getting most valuable services from the machine shop, but certain cases, like the Seneca, Wyandotte, etc., are beyond its cure. Such vessels I am compelled to send home, and the Bureau may feel assured I am sending no others.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., July 24th, 1862.

Lieutenant Commanding W. D. WHITING, United States Steamer
Wyandotte, Port Royal:

SIR:—You will proceed with the steamer Wyandotte, under your command, to New York, and report your arrival to Flag Officer Paulding, commanding the naval station there, and through him to the Honorable Secretary of the Navy.

The Department will determine whether the Wyandotte shall be repaired.

I take this occasion to say that your conduct, while under my command, whether as executive officer of the Vandalia, at the capture of the Port Royal forts, or as Lieutenant Commanding of the Wyandotte since, has met with my entire approbation, and it will afford me much gratification if the Department can give you a better vessel, and send you back to this squadron.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., July 25th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—The Wyandotte sails to-day for New York. She is so disabled that with all the facilities at our command she cannot be put in order for any purpose whatever, either for inside or outside blockade service.

It will be for the Department to determine whether she is worth repairing.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., July 25th, 1862.

Commander C. STEEDMAN, United States Steamer
Paul Jones, Port Royal:

SIR: — You will please proceed with the Paul Jones, under your command, to Ossebaw, where the Unadilla now is.

Enclosed you will find memoranda of information given to Lieutenant Commanding Collins by a contraband, corroborating previous information in reference to a steamer being in the Ogeechee. Of course you can appreciate the necessity of not permitting this vessel to escape.

With the Unadilla, Wamsutta, and Huron in case she can join you in time, I desire you to make a reconnoissance in force; and if you are satisfied that you can destroy or silence the fort, without too much risk of life, I wish you to do so. In case you pass the fort, you will continue to the railroad, and destroy or capture the steamer.

When you have completed this reconnoissance you will please proceed to the St. John's river, and relieve Lieutenant Commanding Nicholson in the command of those waters.

Respectfully, etc.,
S. F. DU PONT,
Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., July 26th, 1862.

Lieutenant Commanding D. AMMEN, United States
Steamer Seneca :

SIR:—I regret much the disabled condition of the Seneca; but it is doubtless owing, in part, to her constant service for ten months under your efficient command. The vessel ought to go North, and I will send her soon; but it is necessary, for a short time, that she perform some inside work.

You will, therefore, proceed to Wassaw Inlet and relieve Commander Strong, that he may resume blockading duty off Charleston, where a vessel has recently got in.

You are familiar with the waters and tributaries of Wassaw Inlet. Whatever you can learn of the condition of things at Savannah will be desirable.

I will communicate frequently with you, and relieve you as soon as I can.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

P. S.—You will please render any assistance in your power to Commander Strong in getting the old hulk out; being very careful of your machinery.

S. F. D. P.

Flag Ship Vermont,
Port Royal Harbor, S. C., July 28th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington :

SIR:—I have the honor to report to the Department the arrival here yesterday of the gunboat Marblehead, Lieutenant Commanding S. Nicholson; and to-day of the gunboat Sebago, Lieutenant Commanding Henry; the latter, being all ready for sea, proceeds in the morning off Charleston.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., July 29th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—I have omitted, heretofore, officially to inform the Department of an important occurrence that took place about the middle of May last.

The Sumter was stationed at Wassaw, on the inner blockade. Her commander, Lieutenant Pattison, sent one of his boats, by the inner passage, to Fort Pulaski, for the purpose of gaining information concerning the enemy's gunboats, and placed her in charge of Acting Master Levi Crowell. Several other officers were permitted to go at the same time.

By some unaccountable mistake, the boat, instead of continuing on the route to Pulaski, wandered up Wilmington Narrows, and got into St. Augustine creek near Fort Jackson, and was taken by the pickets of

the rebels. This information was, subsequently, obtained under a flag of truce.

I have endeavored, through General Hunter, to effect an exchange, but my efforts have not been successful. The officers and men, by the last information, were at Augusta, Georgia.

Their names and rates are as follows:

Levi Crowell, acting master.

Chas. G. Stevens, acting second assistant engineer.

Warren Ewen, acting third assistant engineer.

Frank W. Turner, acting master's mate.

Robert F. Russ, acting master's mate.

William F. Sprague, coxswain.

Henry Slother, quartermaster.

John Ward, seaman.

James Durham, seaman.

O. F. Stone, ordinary seaman.

John Miller, ordinary seaman.

W. J. C. McIntire, ordinary seaman.

David Wooster, steward.

Thomas Fay, steward.

Alfred W. Minor, surgeon's steward.

I have forwarded the list in case there is a general exchange of prisoners.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

P. S.—I learn that the above-named persons are very comfortably off at Augusta.

S. F. D. P.,

Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., July 30th, 1862.

Commander C. STEEDMAN, United States Steamer Paul Jones,
St. John's River:

SIR:—On the receipt of this order you will please return at once with the Paul Jones to this anchorage, leaving the blockade of the St. John's river in charge of Acting Master H. M. Gregory, commanding the Patroon.

I am compelled to reduce the force in the St. John's river; and if there be any undue risk in keeping the river open to Jacksonville, it will be sufficient to maintain the blockade from Mayport Mills, or a more suitable anchorage; and for this the Patroon and the Uncas will suffice.

You will give such instructions to Acting Master Gregory as your short experience there may enable you to do; but he has been so long employed in those waters, that I rely upon his judgment, and therefore leave him in charge.

Please furnish him with a copy of this letter.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

P. S.—Please bring up with you W. Thos. Kemp, surgeon's steward of the Patroon. He will be discharged by Acting Master Gregory of that vessel; the former surgeon of the Patroon, Dr. Pindell, having desired it.

S. F. D. P.

Flag Ship Vermont,
Port Royal Harbor, S. C., July 30th, 1862.

Lieutenant Commanding J. P. BANKHEAD, United States Steamer
Pembina, Charleston :

SIR:—I have received information that the rebels intend to run the blockade either by the Savannah river or Wassaw, and I desire to increase the force at Wassaw, as the Seneca has very little steam power.

There is also some information, apparently reliable, that a ram is completed at Savannah.

Commander Marchand has orders to send the Pembina at once to Wassaw. You will report to Lieutenant Commanding Ammen.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., August 1st, 1862.

Brigadier General R. SAXTON, Military Governor :

GENERAL:—A good many articles were brought down in a gunboat from Georgetown, which were taken from the house of a Mr. Blake. The house, having been used by rebel pickets, was burned by order of the senior naval officer there.

I have not permitted any of these articles to be retained by officers or men, and have had them delivered to the provost marshal at Hilton Head, to be held subject to your orders, believing this was the proper course.

Some jewelry, not of much value, but because it was jewelry, I thought best to be retained here until you authorized some one to receive it.

I am, General, with great respect, your obedient servant,

S. F. DU PONT,
Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., August 1st, 1862.

Lieutenant Commanding REED WERDEN, United States
Steamer Conemaugh:

SIR:—The Savannah river, since the capture of Fort Pulaski, has been left free, without a vessel of war. I have reason to believe, however, that some preparations are making to run the blockade from and into Savannah, avoiding the fire of Pulaski by using some of the tributary streams.

You will please proceed to the Savannah river, and after communicating with the commanding officer of Fort Pulaski, who may have some desirable information to give, you will select a station in New river, or in Calibogue Sound, or under the fort, or in any location which your judgment may dictate, to prevent ingress or egress of vessels attempting to run the blockade.

I enclose copy of a letter from the colonel commanding Pulaski, to the Commanding General of the Department, and transmitted to me.

Since writing the above I have examined the chart, and call your attention to a spot at the southern extremity of the deep water channel from Calibogue

Sound, which would command the channel by a cross fire with the battery on Tybee, give a longer notice from Pulaski of anything approaching, and an easy access to go up Calibogue Sound, if this became necessary.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., August 2d, 1862.

Commander J. B. MARCHAND,
Senior Officer off Charleston, S. C. :

SIR :— We have information through a letter from one of the crew of the *Restless* that the English sailing barque that came into this harbor, reporting she had yellow fever on board, has been at anchor somewhere near the *Restless* station.

This vessel, after lying some days here, and having received medical attendance and supplies, was sent out by General Hunter. She was afterwards spoken by the *Western World*, standing in for Georgetown, and showed the boarding officers General Hunter's order for her departure from here. He said she was bound for New York. If it be after this that she was down on your station, it would be almost conclusive evidence that she was intending to run the blockade.

The custom-house boarded her here; she reported bound to Cronstadt, Russia, from Havana; owing to the yellow fever being supposed to be on board, her hatches were not opened.

If hovering near you, take her, and send her North for examination, reporting the circumstances, and making her stop at the Lazaretto.

Respectfully, etc.,

S. F. DU PONT.

Flag Officer.

P. S. — You will please order the Mohawk to return at once to North Edisto, and assume charge of those waters. I have discovered that I did not send you this order by the Marblehead.

S. F. D. P.

Flag Ship Vermont,
Port Royal Harbor, S. C., August 7th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR: — I have the honor to inform the Department that the United States gunboat Unadilla captured the British steamer Lodona, at half past twelve, on the 4th inst., in Hell Gate, between the Ogeechee and Vernon rivers, Ossebaw Sound, for violating the blockade.

She attempted, the night before, to run into Tybee, expecting to run up the Savannah river, past Fort Pulaski; but she was fired upon by the battery near the Martello tower, on Tybee; one shot from which penetrated the cabin. She then ran out to sea, and the following day entered into Ossebaw Sound, where she was taken by the Unadilla.

As soon as she discovered the Unadilla she attempted to run through Hell Gate, but got aground, and then hoisted the English ensign, Union down.

The *Lodona* is a new steamer, built this year at Kingston-upon-Hull; and among her papers was a permit from the United States consul at Leeds, to go to Port Royal and Beaufort, N. C.

Her cargo, by manifest, consists of brandy, wines, tea, coffee, salt, clothing, boots, drugs, watches, figs, raisins, whisky, starch, soap, tin plates, soda, dry goods, paints, colors, quinine, etc.

She proceeds to Philadelphia in charge of Lieutenant C. H. Greene, of the *Unadilla*, with Acting Master G. W. Hayward, of the *Potomska*, and Acting Master H. M. Gregory, of the *Isaac Smith*, and Acting Second Assistant Engineer B. F. Beckett, and Acting Third Assistant Engineer G. F. Fuller, formerly of the *Conemaugh*, and latterly of the *Crusader*, and sixteen men from the *Unadilla*, and six firemen and four coal heavers of the *Crusader*. The times of some of these men are out, or nearly so, and of course entitled to their discharge.

Her supercargo, Mr. Perdue, and her captain, Charles E. Luckie, go North in her. Both have admitted that they were attempting to run the blockade.

Her crew have been transferred to the *Crusader*, which will proceed to New York in a few days in tow of the *Arago*.

I have written to Flag Officer Paulding to retain them on board of the *Crusader* until further directions from the Department, as some of them may possibly be required as witnesses, in which case it seems to me but proper that the Government should pay for their transportation to Philadelphia.

Among the papers forwarded to me by the Department is a copy of a communication from the United States consulate at Liverpool to the Secretary of State,

dated June 11th, and one from the United States consulate at Falmouth, dated June 3d, referring to this steamer. How far these documents can be used in evidence before the prize court, I am unable to say; the Department can judge, and use them accordingly.

Enclosed is a list of the officers and crew of the *Unadilla* entitled to a share in the prize.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship *Vermont*,
Port Royal Harbor, S. C., August 7th, 1862.

Hon. JOHN CADWALADER, United States District Judge,
Philadelphia :

SIR:—I have the honor to report that the United States gunboat *Unadilla*, Lieutenant Commanding N. Collins, captured the British steamer *Lodona*, at 12.30 P. M., August 4th, in Hell Gate, between the Ogeechee and Vernon rivers, Ossebau Sound, for violating the blockade.

At eleven A. M., the *Unadilla*, being in Florida Passage to the southward of the Ogeechee, discovered a strange steamer coming up towards the latter river. Upon her discovering the *Unadilla*, she attempted to run through Hell Gate, where she grounded, and hoisted the English ensign, Union down, and a white flag at her mizzen.

The *Unadilla* ran down near her, hoisted the American ensign, sent a boat on board, took possession of her, and soon succeeded in getting her afloat. On examining her papers it was ascertained that she

was the *Lodona*, of Hull, from London, via Bermuda and Nassau, bound to Beaufort, N. C., and Port Royal, with a cargo of brandy, wines, tea, coffee, salt, clothing, boots, drugs, watches, figs, raisins, whisky, starch, soap, tin plates, soda, dry goods, paints, colors, quinine, etc., etc., as per manifest found on board.

Her supercargo, Mr. Perdue, and Captain Luckie, admit that they attempted to run into Savannah the night before, but were driven off by the guns at the Martello tower, Tybee Island, one shell from which penetrated and exploded in her cabin, and that they were running the blockade, and were taken "bloody-handed."

From her register and crew list, it appears that she was built this year, at Kingston-upon-Hull; has one deck, three masts, barque-rigged, elliptical stern, clinker built, no galleries, no head, frame-work and hull of iron, two hundred and four and two-tenths feet long, twenty-eight and four-tenths feet wide, sixteen and five-tenths feet deep. Total tonnage, six hundred and eighty-seven and ninety-three one-hundredths; one hundred and fourteen and eighty-nine one-hundredths tons for space required for propelling power; leaving five hundred and seventy-three and four one-hundredths register tonnage. Length of engine room, twenty-six feet eight inches. Two engines, estimated horse-power, eighty.

Charles E. Luckie is master, and Z. C. Pearson, of London, sole owner. Total of crew and officers, twenty-seven. Among her papers, which were found, are the register crew list, manifest of cargo, official log-book, invoice of cargo, custom-house papers, and a permit from the United States consul at Leeds to go to Port Royal and Beaufort, N. C.

I may add that, to prevent being seen, the *Lodona* had all her yards and topmasts on deck at the time she was discovered and captured.

I send her to Philadelphia for adjudication in charge of Lieutenant C. H. Greene, United States Navy, who will deliver to you the accompanying papers (being all that were found on board), and will furnish the necessary evidence.

The master, Charles E. Luckie, and the supercargo, Mr. Perdue, go in the prize; the rest of the officers and crew will be taken to New York by the United States steamer *Crusader*.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship *Vermont*,
Port Royal Harbor, S. C., August 7th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the honor to report to the Department the capture of the schooner *Aquila*, of seventy-seven tons, on the morning of the 4th inst., by the *Huron*, whilst attempting to run out from Charleston by Maffitt's channel. She was bound to Nassau, and had on board between three hundred and four hundred barrels of turpentine.

No papers were found, and the written leaves of the log-book torn out, and no flag.

She was sent to Philadelphia, and the master, W. H. Ward, and one man, were sent as witnesses; the

balance of the crew, four in number, were put on board the Potomska, which sails to-day for Philadelphia, broken down.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., August 7th, 1862.

Lieutenant Commanding J. W. A. NICHOLSON,
U. S. S. Isaac Smith:

SIR:—You will proceed at once with the Isaac Smith, under your command, to New York, reporting the arrival of your vessel to Rear Admiral Paulding.

You will then, with his consent, proceed to Washington and report yourself at the Navy Department, for the purpose of seeing the Bureau of Construction on the nature and extent of the repairs and improvements to be put on the Isaac Smith, the superior qualities of which vessel you will be able to represent.

I think it my duty to express to you the full appreciation I have placed upon your services on this station, from the action against the Port Royal forts, and though the varied, difficult, and responsible duties I have given you to perform so frequently, as senior officer, when separated from me.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., August 7th, 1862.

Commander J. R. GOLDSBOROUGH,
Senior Officer, St. Simon's:

SIR:— Brigadier-General Saxton proceeds to St. Simon's with a large force of the First South Carolina Regiment Volunteers, to take charge of the contraband settlement on St. Simon's Island.

You will transfer to him the control of this Island, giving however such support by your gunboats, to the protection of the settlement, as lies within your power; and showing the same interest as heretofore in this colony, which owes its origin and existence to the navy.

Respectfully, etc.

S. F. DU PONT,
Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., August 7th, 1862.

Acting Master A. T. SNELL, United States Ship
E. B. Hale:

SIR:— Immediately upon receipt of these orders you will proceed with the E. B. Hale, under your command, to St. John's river, Florida, and assume charge of the blockade of those waters; receiving from Acting Master McKiege of the Patroon such information as his experience in that vicinity will suggest.

Should there not be a medical officer on board the Uncas, you will detach Assistant Surgeon Moore from the Patroon and order him to the Hale or Uncas.

Acting Master Dickinson of the Patroon, a pilot for St. John's river, is ordered to report for duty on board the Hale.

As senior officer in these waters, your principal duty will be to maintain an inside blockade of that river; in addition to which you will maintain the free navigation of the same as far as Jacksonville, so far as your force will enable you to do so.

Lieutenant Commanding Nicholson, late senior officer in the *St. John's*, informs me that he thinks the enemy contemplates fortifying Yellow and *St. John's Bluffs*. By watching their movements occasionally, I think you will be able to prevent their making any progress at those points.

You will get your supplies of coal at *Fernandina*; and in case you are unable to communicate directly with *Port Royal* by means of the schooner *Garibaldi*, you will find *Fernandina* a convenient intermediate station through which to obtain your other supplies.

I am not aware whether Lieutenant Commanding Nicholson has transmitted my instructions in reference to contrabands; but I presume he has. Should any come off, to either vessel, you will receive them; and should you not have employment for them on board, you will transfer them to the military commandant at *Fernandina*.

If any persons representing themselves as loyal citizens apply to you as the owners of any such contrabands, you will record the circumstance in the log-book, together with the name of such applicant, making a report of the circumstance to me; but you will not deliver any up.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Vermont,
Port Royal Harbor, S. C., August 7th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR : — Enclosed are two communications from Commander Marchand, containing some statements of contrabands in reference to the iron-clad vessels in Charleston, upon which however it would be unwise to place much dependence.

Commander Marchand also refers to the blockade and the difficulties attending it.

I have no reason to doubt the watchfulness of any of the officers of that division of my squadron ; and having been myself there on two occasions, I can fully appreciate the great obstacles in the way of maintaining a perfect blockade.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 10th, 1862.

Flag Officer PENDERGRAST, Commandant U. S.
Navy Yard, Philadelphia :

SIR : — The Wabash returned here on Thursday last, and Captain C. R. P. Rodgers has taken much pleasure in reporting to me the ready and earnest zeal displayed by the officers, heads of departments, and mechanics of the yard under your command, in furthering in every way the improvements and repairs which her brief visit would admit of.

I never knew so many and such important ones accomplished in the same number of days, and I have

just written to the Honorable Secretary to make mention of this fact, stating the principal ones.

I beg to add my thanks for one in which I had a personal interest,—the change of arrangements in my cabin; adapting it more to the great heats of the coast, just commencing in this month with fearful intensity.

Will you do me the favor to transmit my thanks to Mr. Hoover; Lieutenant Rolando; the ordnance officer, Lieutenant Badger; Paymaster Rittenhouse; the inspector of the station; and to any other in the yard to whom I am indebted for carrying out so promptly your own efficient and considerate views in the matter.

I am, sir, with great respect, your most obedient servant,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 10th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the satisfaction to announce the return to this station of the Wabash, under Commander Rodgers.

I beg the Department will receive the very cordial expression of thanks for having carried out, in reference to this ship, the suggestions which I had respectfully submitted.

She started punctually on the earliest day I could have believed possible, and, notwithstanding the very brief period of her visit, she has come back to this station greatly improved.

The increase of the calibre of her spar-deck battery, the accession of a two-hundred pounder rifled gun, the refishing of the mainmast, and the placing of a new quadrant on the rudder, together with the repairing of her deck where worn by the guns, are improvements of a very important character, and I could not have believed they could have been accomplished in so short a time.

May I ask the Department to send a copy of this communication to the commander of the Navy Yard at Philadelphia, as an expression of my appreciation of the manner in which the work has been done, and my thanks for the same.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 10th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR :— Incidentally, in other communications, I have referred to the departure of the Potomska and Isaac Smith for the North, yet I have not formally reported the fact.

The Potomska sailed on the morning of the 7th for Philadelphia, and the Isaac Smith on the afternoon of the same day for New York.

The Isaac Smith has been a most valuable vessel for the inland waters here, and is worthy of the improvements and repairs which her commander has recommended, and which I have forwarded to the Bureau of Construction.

The Potomska has been also a very useful vessel for similar services; but I am not prepared to suggest how far she may or may not be repaired. This can best be decided by survey.

I have further to report that the Crusader leaves to-day, in tow of the Arago, for New York; and I do not hesitate to give it as my opinion to the Department that she is not worth repairing.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 11th, 1862.

Captain J. R. GOLDSBOROUGH,
Senior Officer, St. Simon's:

SIR:—I received last evening your communication by the Alabama, referring to the appearance of the rebels and their landing on St. Simon's Island, and the disposition of your force in consequence.

I was gratified to learn that your measures have been so efficient and successful; but I have to inform you that there is an evident intention to run the blockade through the waters of Georgia, at the present time, and the various points of entrance must be as effectually guarded as the force under you will permit; and I am increasing it by sending you the Alabama.

If the colony on St. Simon's should require more protection, it will have to be given by the army. I will thank you to inform me on this point.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Aug. 11th, 1862.

Commander T. G. CORBIN, United States Ship Wabash,
Port Royal, S. C.:

SIR:— You are hereby ordered to relieve Commander Rodgers, in command of this ship.

Understanding from the latter that you scarcely left the vessel, during her recent visit to the North, lest the progress of her repairs should be retarded, you can go North in the Massachusetts, returning in the next trip of that vessel to assume your new duties here.

Respectfully, etc.,
S. F. DU PONT,
Rear Admiral.

Flag Ship Vermont,
Port Royal Harbor, S. C., August 2d, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:— I have detached Acting Assistant Paymaster Seymour F. Frizell from the United States ship Western World, and sent him North, directing him to report his arrival to the Department by letter. The accounts of that vessel, for the present, are in the hands of Acting Assistant Paymaster Coit, of the Valparaiso.

An expedition up the Santee river had been undertaken by Commander Prentiss, with the Western World, Henry Andrews, and E. B. Hale, for the purpose of burning the railroad bridge, some seventy miles from the mouth, which however failed in consequence of the sharp bends of that river, which none of the steamers, except the Hale, could pass.

In passing Blake's plantation they were fired upon by artillery, riflemen, and cavalry, and Commander Prentiss very properly shelled the place and destroyed the mill and dwelling which harbored the rebels, and had been long used as the headquarters of a regiment stationed there to protect vessels running the blockade through South Santee and Alligator creek. Commander Prentiss however permitted the house to be plundered, and a great many articles were taken on board the steamers.

After the vessels had returned off Georgetown he gave orders to the commanding officers to have all the property delivered up, packed in boxes, to be sent to Port Royal.

The commanding officers of the different vessels called the officers and men to muster, and read the order, which was generally complied with.

Acting Assistant Paymaster Frizell professed to deliver up all plunder in his possession, but suspicion being raised that he had not complied with the order, his room was searched, and many articles found which had been taken from Blake's plantation.

Upon these facts coming to my knowledge I detached Acting Assistant Paymaster Frizell, and sent him North. I recommend his dismissal from the service.

May I ask the Department to dispatch another paymaster for the *Western World*.

I may add, in conclusion, that all the plunder above mentioned was by my order delivered over to the provost marshal at Hilton Head, to be taken charge of by Brigadier-General Saxton, the military governor of South Carolina.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

Flag Ship Wabash,
Port Royal Harbor, S. C., Aug. 15th, 1862.

To His Excellency the President:

SIR:—I have often been desired to address you, by various persons and for different ends, but I have never before ventured to intrude upon your vast labors.

An old and very dear friend of mine, whom I have known intimately abroad while engaged in what I deem the most heroic of occupations, carrying and preaching the gospel to the heathen, writes me he is an applicant for a chaplaincy.

Soon after his return from a foreign land we met again, and I know his loyalty to the Union to be above suspicion; I mention this particularly because his connection with a church in Washington, and with difficult duties incident thereto, have started doubts on this point.

Without expressing an opinion whether my friend in question, the Rev. E. W. Syle, acted unwisely, or not, in those controversies, I can vouch not only for his loyalty, but for his eminent fitness for the station he asks, having especial attributes for filling it, viz., the highest Christian virtues, with remarkable tact in dealing with his fellow-men and winning the favor of all classes.

If your Excellency finds it in accordance with your own views to appoint the Rev. Mr. Syle, it will be a matter of gratification and heartfelt thanks to your Excellency's most faithful servant,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 15th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:— This will be handed you by Acting Master S. W. Preston, who has been Flag Lieutenant to this squadron. I could not spare him to go North in the Wabash, but the return of Captain Rodgers enables me to do so now.

If I were to express my opinion of Mr. Preston's services in this fleet, and the relief his intelligent energy has been to me, personally, in the discharge of my own duties, it might seem exaggerated; but it is due to him, and to the navy, to say that if ever an officer has earned his promotion, it is Mr. Preston.

I am not aware how far the Department intends to go down in the promotion of passed midshipmen; from the demand for regular lieutenants being so great, I presume it will promote all that are found competent.

Mr. Preston stands at the head of the class of 1858. If the Department intended not to go below that of 1857, he could still be promoted, without doing injustice, or passing over any one, while it would give merit a distinctive reward.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 18th, 1862.

Captain GUERT GANSEVOORT, U. S. Ship
Adirondack :

SIR:— You will proceed to our force off Nassau, according to the orders contained in the Honorable Secretary's dispatch of August 13th. Communicate with the consul of the United States, if you can do so without violating the rules of the port of Nassau, given to you on your recent visit.

You will return here with all dispatch.

Respectfully, etc.,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 18th, 1862.

Major-General D. HUNTER, Commanding Department
of the South:

GENERAL:— I have had the honor to receive your communication of the 16th inst., in reference to the establishment of quarantine regulations for this harbor, and more especially in view of yellow fever, of a malignant type, having appeared at Key West.

I need hardly add that I shall co-operate with you most earnestly in carrying out your views on this important subject.

I will issue without delay a general order to the vessels of my fleet, informing them of the proposed regulations; and will station immediately a vessel, at some suitable point between this and the bar, to act as a guard-boat in conjunction with the health-boat

of the army, on which the medical officers, I presume, will reside.

I am not prepared to suggest, at this moment, where the quarantine grounds should be located, to which my attention was called, verbally, by your Assistant Adjutant General, Captain Smith. I am disposed to think that St. Helena Sound would be preferable to any place in this harbor, or the Savannah river.

I have the honor to be, General, with much respect, your obedient servant,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 18th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—The Department has already been informed of the continuous wearing out of the steamers of this squadron from long and constant use; the repairs of which, in many cases, being beyond the capacity of our machine shop.

I have to thank the Department for its efforts to supply deficiencies thus created, and for sending me four efficient vessels of their class; but unfortunately I have now to report that the four regular gunboats, Unadilla, Ottawa, Seneca, and Pembina, which left in the expedition in October last, and have been important vessels in this squadron, and perhaps overworked by me, have given way. I am pleased to say, however, they are such fine vessels, and so well constructed on the whole, that I am induced to believe three weeks

will suffice to render them efficient again, provided some special measures are taken to require the work to be done in that time.

As these vessels may be of vast importance later, and are no longer of any use to me, except as a *show* of force, I have concluded to send them, severally, as I can get them prepared, to New York, where the patterns of their machinery are, which will save time in their repairs.

I am sure the Department will hurry out the vessels it has promised me. The Canandaigua, Housatonic, and Adirondack have not yet arrived. The Flambeau and Norwich I thought would have been here.

As these gunboats have been a very important element in this squadron, the Department will appreciate my anxiety for their early return to it; and I respectfully submit that the Rear Admiral commanding at New York, who will sympathize in this anxiety on my part, may be directed to put them instantly in hand; to authorize night work, and to have the minor repairs keep pace with those on the machinery, and not permit the vessels to go out of commission, or the internal organization to be broken up, if it can possibly be avoided; with such other arrangements as his own better judgment may suggest.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

P. S.—Since the above was written the Adirondack has arrived.

S. F. D. P.,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 19th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy:

SIR:— I have the honor to submit to the Department the following apportionment of the one-half of the appraised value of the steamer Planter, with her armament and loose guns found on board, among Robert Small and his associates:

The appraised value of the vessel and her armament was	\$9,000 00
The appraised value of loose guns,	168 00
Total,	<u>\$9,168 00</u>

Amount to be apportioned, one-half, \$4584 00
to be distributed as follows:

Robert Small, leader of the party,	\$1,500 00
John Small,	450 00
A. Gridiron, old engineer of Planter,	450 00
D. Chisholm,	400 00
A. Alston,	400 00
G. Turno,	400 00
A. Jackson,	400 00
W. Morrison, who joined the Planter after she left the wharf,	384 00
Annie, . . . } unprotected women {	100 00
Lavinia, . . } of the party, {	100 00
Total,	<u>\$,4584 00</u>

The other women, not mentioned above, derive benefit through their various relationship to the men. These two have no such connection, and are destitute and unprovided for.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Aug. 19th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the honor to forward the within application of Commander A. G. Clary.

The Dawn is one of the lightest armed vessels in my squadron, and not at all suited for a commander's command. I have permitted Commander Clary to return North, that he may obtain a better vessel; and have ordered Acting Lieutenant J. S. Barnes to the command of the Dawn, in his place.

The promotions under the grade bill, advancing so many younger men in the squadron, have placed Mr. Barnes in a very peculiar and delicate position. He is an officer of great merit, and I trust the Department will approve the appointment, believing, as I do, that it will cause no dissatisfaction in the fleet.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Aug. 19th, 1862.

Rear Admiral SHUBRICK,
Chairman Light-house Board :

ADMIRAL:—Though it is not on my station, I beg leave to recommend to the consideration of the Light-house Board the propriety of placing a light-vessel on the Frying-pan Shoals. So many transports, colliers, and supply vessels of various kinds come here to Port Royal, from the North, that I think this aid to their general bad navigation is very desirable.

One of the most skillful and intelligent of the army transport captains having come to me especially on the subject, I promised to address you immediately.

The blockading vessels off Cape Fear will of course insure the safety of a light-vessel there.

With great respect, Admiral, yours, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 21st, 1862.

Commander G. B. BALCH, United States Ship Pocahontas,
Senior Officer off Georgetown:

SIR:—I have received your several reports of the 9th, 12th, and 15th insts., and am gratified at the manner in which you have conducted affairs in the waters of Georgetown. Your reconnoissance up the Black river was conducted not only with your usual spirit and energy, but with skill and judgment; and I have forwarded your interesting report of the same to the Honorable Secretary of the Navy.

You will transmit to Acting Volunteer Lieutenant Baxter, of whose conduct you speak in such high terms in his management of the small prize steamer during the expedition, my warm commendation for his zealous and spirited discharge of duty.

I regret however to learn the helpless condition of the Pocahontas. We have no means of repairing her here, and it will not do to send her North later in the season. You will, therefore, on receipt of this, proceed with her to Philadelphia without delay.

The Pembina takes you this order and your mails,

with provisions for the *Gem of the Sea*; and you will leave Acting Volunteer Lieutenant Baxter in charge, until I can send a steamer.

I regret to lose the *Pocahontas* from this station. Please say to her officers and men that I have ever noted the prompt manner in which she has always responded to any call for service.

With regard to yourself, it is my duty and pleasure to say, that you have come up to the highest requirements of the service as a commanding officer; and I trust the Department, which is already informed by me of your merits, will give you a better vessel, and send you back to this station.

Wishing you a safe run home, I am,

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

P. S.—I regretted to hear of the wound to Mr. Hill, the engineer. If still living, please express my sympathy.

S. F. D. P.,

Rear Admiral.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., August 21st, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the honor to forward the report of Commander G. B. Balch, of a reconnoissance up the Black river, some twenty-five miles above Georgetown, with the *Pocahontas* and the captured steam tug *Treaty*.

It was conducted with the energy and intrepidity characteristic of that officer, who was also well sup-

ported by Acting Volunteer Lieutenant Baxter, in command of the tug.

The expedition was undertaken for the purpose of capturing a rebel steamer called the *Nina*, and said to be in Black river, about forty miles above Georgetown; but after ascending some twenty-five miles, and shelling the enemy out of a battery, Commander Balch received reliable information that the machinery had been removed from the steamer, rendering her possession useless to us.

On his return he was attacked by the rebels from the woods, on both sides of the narrow river, and though hotly engaged, succeeded in returning to his anchorage with only one casualty, the wounding of the Acting Third Assistant Engineer, J. A. Hill, who was severely injured by a minie ball, though it is to be hoped not fatally.

I am sorry to inform the Department that the condition of the boilers and machinery of the *Pocahontas* is such that I am compelled to send her North.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., August 21st, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the honor to acknowledge the receipt of the Department's letter of August 5th, enclosing an affidavit of the supercargo, mate, and others of

the steamer *Emilie*, alleging improper conduct on the part of the officers and crews of the boats which captured her, and desiring me to investigate the matter.

I forwarded a copy of the affidavit of Commander Strong, of the Flag, and Acting Volunteer Lieutenant Conroy, of the *Restless*, the boats from which ships boarded and seized the *Emilie*.

The reports of these officers, as well as the reports from the officers engaged in the expedition, have been received, and from these papers I have ascertained in substance as follows:

1st. That the British ensign was hauled down, but unaccompanied by any demonstration of passion or indignity.

2d. That some of the men became intoxicated after boarding the ship, but that in this case, as in several others which have occurred on this station, the liquor was purposely placed by the officers and crew of the *Emilie*, for the very object of intoxicating the sailors boarding them. A quantity of the liquor was thrown overboard by our officers to keep it from their men.

3d. That the trunks, etc., referred to as having been broken open, were mostly so broken by the officers and crew of the *Emilie* when they discovered the boats approaching, and most of their contents had been put into a boat, which was endeavoring to escape to the shore, when the parties in it were compelled to return to the *Emilie* by our armed force.

4th. That no pillage was discovered in any of the boats, or on the persons of the men, on their return to their respective ships, except in one boat of the *Restless*, which carried off one pig, about thirty pounds of ham, and a small looking-glass. On this

point Commander Strong and Acting Volunteer Lieutenant Conroy speak most positively.

5th. That there was no quarrel between an officer and sailor, as alleged in the affidavit. A sailor of the Flag hit his arm accidentally against the point of a sword bayonet of one of his comrades, but the scratch was so slight that the man did not think it necessary to apply to the surgeon.

6th. That no seaman fell overboard *from intoxication*, and was drowned. It was true that one of the seamen was drowned, but he had been sent into a boat, then in tow of the *Emilie*, to steer her off; the boat had no rudder, and had to be steered by an oar; in doing so the oar slipped over the stern post, and the man fell overboard and sunk before help could reach him.

I will not conceal from the Department that some irregularities appear to have occurred, owing mainly to the inexperience of the officers, particularly in permitting their crews to go into the cabin and saloons of the prize, where the liquor, as before referred to, was scattered about.

I have taken this part of the subject in hand, and will see that it never occurs again in this squadron.

I am, sir, respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
August 22d, 1862.

Commander J. P. BANKHEAD, United States Ship
Pembina:

SIR:—There being no means of repairing the Pembina on this station, you will proceed with her to New York, and report your arrival to Rear Admiral Paulding, commanding naval station there, and through him to the Honorable Secretary of the Navy.

You will on your way call in at Georgetown, S. C., and deliver the supplies and mails which will be placed on board of you, to the Pocahontas and Gem of the Sea, together with the accompanying dispatch to Commander Balch.

I take this occasion to say that you have shown yourself a very efficient commanding officer in this squadron. I have always been gratified at the very prompt manner, however short the notice, in which you were always ready for service, and the fidelity with which you executed my orders. This, with the excellent discipline of your vessel, and her good order, has left me nothing to desire in the Pembina. And I wish you to say this to her officers and men.

I shall be much pleased to have you return to this squadron.

Respectfully, etc.,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 23d, 1862.

Captain J. R. GOLDSBOROUGH, United States Ship Florida,
St. Simon's :

SIR:— In forwarding your commission as captain, and knowing your desire to obtain a more suitable command for active service, I will anticipate the action of the Department.

You are hereby detached from the Florida, and can take passage in the first suitable vessel North, reporting yourself to the Honorable Secretary of the Navy by letter on your arrival.

You will please transfer the command of the Florida, for the present, to Lieutenant Commander R. W. Scott, her present executive officer.

I take occasion to bear testimony to your faithful discharge of duty in this squadron, and to say I shall be pleased to see you return to it.

Respectfully, etc.,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 23d, 1862.

Acting Volunteer Lieutenant J. F. NICKELS, United States Ship
Onward, off Charleston :

SIR:— A memorial, from the petty officers and crew of the Onward, has been forwarded to me by the senior officer of the division of this squadron off Charleston, on the subject of the withdrawal of the spirit portion of the ration, by a recent act of Congress. The memorial had not your approval as the

commander of the Onward, which I am pleased to notice.

I am always ready to forward any appeals from either officers or men under my command, whether to the Navy Department or to the Congress of the United States; but these must be couched in proper terms, go through the proper channels, and be in conformity with naval usage and military propriety.

The memorial in question, which I return, is deficient in all these respects; the memorialists, among other points, have overlooked the terms of their obligations and enlistments. The shipping articles, which they have all signed, state in their second clause, "We do also oblige and subject ourselves to serve during the term aforesaid; and we do severally oblige ourselves, during such service, to comply with and be subject to such laws, regulations, and discipline of the navy, as are, or that *may be established* by the Congress of the United States, or other competent authority."

Congress has always regulated the navy ration; and it has recently passed a law, approved by the President, who is moreover our Commander-in-Chief, changing that portion of the ration which allowed spirits, and substituting a liberal compensation in money.

I regret to see in this petition that United States seamen, belonging to the South Atlantic blockading squadron, should look upon any act of their Government in reference to them, as an act of tyranny. No nation or government in the world pays its seamen as the United States does. No government issues such a ration to them, whether in quantity, quality, or variety. No government supplies such clothing at cost. No government cares, to the same extent, for the health of its sailors. No government allows such

comforts in their declining years; and no government provides, to the same extent, for those who come after them.

I feel mortified to think that even a *few* of the men under my command should, instead of appreciating such blessings, evince a querulous spirit with the exercise of lawful authority, beneficently directed.

If your crew desire to petition for the substitution of the spirit ration, and do it respectfully, it is my duty to forward the same; and I will do so without fail.

Please have this communication read to them on the first Sunday muster after its reception.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 23d, 1862.

Commander D. AMMEN, United States Ship
Sebago:

SIR:—From information received to-day, there is reason to believe that the Nashville, loaded with cotton, is endeavoring to run the blockade. She is either in the Ogeechee or Vernon river.

You will please keep careful watch on her and another steamer, called the Emma; the latter will probably attempt to escape through Wassaw.

Three deserters from Savannah, yesterday, say that she was below Fort Jackson, prepared to run the blockade.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 23d, 1862.

Commander REED WERDEN, United States Ship
Conemaugh :

SIR:—Immediately on the receipt of this order, you will please proceed to Ossebaw Sound, and assume charge there as senior officer, on Commander Clary, of the Dawn, being relieved by Acting Lieutenant Barnes.

From various information, confirmed to-day by deserters from Savannah, I am satisfied that the Nashville, loaded with cotton, is at this moment either in the Ogeechee or Vernon river; the last account stating that she is two miles below Beulah, aground. She is intending to run the blockade.

Acting Lieutenant Barnes will give you all the information we have collected, and has some knowledge of his own of those waters. I desire that, with the Vixen or Dawn, you will make such reconnoissances as may lead to the capture of the Nashville, or her destruction; or at least you will dispose of your force in such a way as will prevent her getting to sea through Ossebaw river.

Respectfully, etc.,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 25th, 1862.

Commander D. AMMEN, United States Ship
Sebago, Wassaw :

SIR:—On receipt of this you will please dispatch the Seneca to this port, which I purpose sending home in tow of the Augusta.

Your two official communications, with your private note, have been received, and I have given them earnest consideration.

Your reports in reference to the condition of the Sebago will go by the first mail to the Navy Department. I think your suggestions very valuable, and they have my approval. Please inform me if your cabin, in reference to which I have already written to the Bureau, can be altered at once, through such means as the station affords, in order to give it proper ventilation.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 23d, 1862.

Lieutenant Commanding M. B. WOOLSEY, United
States Ship Dale:

SIR:—In sending the Para, under your command, to her present anchorage in this harbor, I have the following objects in view:

1st. To assist the Commanding General of this Department, to whose province it especially pertains, in carrying out certain quarantine regulations.

2d. The sanitary regulations, the appointment of health or medical officers to board arriving vessels, will belong to the army.

3d. The Para is to be a guard-ship, to *compel*, if necessary, all vessels to come to, in order to be boarded by the health officer.

4th. These regulations, and others to be established by the Commanding General and myself, have

an especial reference to vessels coming from the South generally, but more especially from Key West, where yellow fever of a malignant type is now prevailing.

5th. If the health officer should be off his station, every vessel must be detained until he returns to visit her.

6th. The boats of the Para are not to board any vessel coming in, until visited by the health boat; if it be necessary to bring her to, a boat may be sent for this purpose; but no one from your vessel is to go on board, or receive anything from her. You will please see that this order is scrupulously obeyed.

7th. All regulations issued by the Commanding General will be sent to you; and such as he has already promulgated are herewith enclosed.

8th. Communications from the health officer must be made in writing, or be delivered by him or his agents from a boat. There must be no communication between the boarding officers and the guard-ship.

9th, and lastly. No vessel of war coming from the south of Cape Carnaveral, nor the navy supply ships from the Gulf, can be permitted to pass up until they have been visited by the health officer.

All the vessels of this squadron, on showing their numbers, and coming within hail of the guard-ship, and reporting that no infectious or contagious disease exists on board of them, will be allowed to pass on; but all others must anchor and be first visited by the health officer.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

(Unofficial.)

Flag Ship Wabash,
Port Royal Harbor, S. C., August 23d, 1862.

Major-General D. HUNTER, Commanding
Department of the South:

GENERAL:—I herewith enclose a copy of my orders to the commander of the Para, now anchored off Fishing Rip, as the guard-ship, to carry out your views in reference to the quarantine.

I wrote them in great haste; please suggest any alterations or additions you would like to make. We have been so far mercifully spared, ashore and afloat, in reference to contagious diseases and those of this region. A few weeks more will carry us through, and I think we cannot do too much to ward off such an evil. Command me, therefore, in every way you may desire.

How do you propose to send the health or medical officers down? Can I help you by having some concerted signal from the Para to Hilton Head? When a vessel is brought to, requiring to be visited, the least delay possible will be the best, as you are aware.

I am greatly pressed in my duties by the continuous breaking down of the steamers of the squadron, while attempts are increasing to run the blockade.

I have information from various quarters to-day. Our English friends at Nassau have let out the Oreto, armed, under Simms. She is forelaying the California steamers.

I am, General, yours, etc.,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 25th, 1862.

To Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the honor to inform the Department that the the Bienville, Commander Mullany, captured on the 21st inst. the schooner Eliza, of Nassau, about fifteen miles southeast by south from Cape Roman light. She was heading to the southward, though professedly bound to Baltimore. The Eliza was laden with salt.

Also, that on the 23d inst. Commander Mullany captured the schooner Louisa, about fifteen miles southeast of Cape Roman. Her cargo consisted of soap, tea, salt, medicines, etc.

Both these vessels were sent for adjudication to Philadelphia.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 25th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the honor to report the capture of a schooner called the Fanny, by the United States ship Keystone State, under Commander Le Roy, close in with the land, near St. Simon's.

She was from Nassau, purporting to be bound for Baltimore, with a cargo of salt. The captain and one of the crew (all of her crew being black), were sent in the prize to Philadelphia.

I beg here to call the attention of the Department

to the master of this prize. His name is William Ryan, and is, so Commander Le Roy reports, the same William Ryan who was captured on the 19th of April last, in the Wave, a rebel schooner out of Charleston.

I refer the Department to my dispatch of the 25th of June last, in answer to a communication from this person, who was then a prisoner in Fort Lafayette. The first use he makes of his liberty is to break the blockade. Such men, with their knowledge of the coast, are too dangerous to be permitted to be at large.

Enclosed also is a tabular statement of the vessels boarded by the Keystone State, in which is included the above prize.

I would explain to the Department that few of these statements are forwarded, because no vessel ever ventured near the blockading stations excepting such as are attempting to run the blockade, and these are, if possible, not only boarded but seized.

The Keystone State is now on a cruise along the coast, outside of the usual blockading line, and of course is liable to fall in with other vessels.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 26th, 1862.

Hon. GIDEÓN WELLES, Secretary of the Navy:

SIR:—Since my last dispatch of the 15th inst., referring to the contrabands, for service in the navy in the Pacific, I have had an interview with Brigadier-General Saxton, and regret to say it seems impossible to obtain contrabands who are willing to enlist.

While showing a full sense of relief at the change in their physical and mental condition, they also evince strong local attachments, and great reluctance to be separated from their families and relations.

We are employing many with advantage in the working parties and boats of the squadron, particularly at this moment, when the usual sickly season is upon us.

I had about ninety contrabands brought from Georgetown a short time since, and placed them on the Vermont, for the above mentioned purposes; but the senior officer reports that over a hundred more have come in. I shall ask the Commanding General to send for these; it is inconvenient to provide for them in such localities, consuming as they do more or less the provisions of the blockading vessels.

As they collect here I shall see further into the probabilities of enlisting a number for the Pacific.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 27th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—The enclosed survey will inform the Department why I am compelled to send home the Augusta for repairs; she goes to Philadelphia.

She has been a most useful ship on this station, and commanded by an officer who has been faithful in the discharge of his duties.

The Augusta will tow home the Seneca, for reasons already given to the Department.

I think the Augusta is worthy of the improvements recommended in the survey.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 27th, 1862.

Commander E. G. PARROTT, United States
Ship Augusta :

SIR:—The Augusta, under your command, having been surveyed, and requiring repairs beyond the capabilities of our machine shop, you will, as soon as ready, proceed with her to Philadelphia, and report to Commodore Pendergrast, and through him to the Honorable Secretary of the Navy.

I take this occasion to express my very sincere approbation and appreciation of the services rendered by the Augusta on this station.

If I am not mistaken, no vessel has seen more outside blockading service, and been less in port, and whose fires have been so seldom drawn.

You have always been ready for service, and efficient in its performance.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

(Confidential.)

Flag Ship Wabash,
Port Royal Harbor, S. C., August 28th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I had unpleasant information to convey to the Department this morning,—the loss of that splendid ship the Adirondack. This evening Captain Hazard came from Charleston, and I am fairly oppressed by what he tells me of the insufficiency of the blockade.

While he bears testimony to the further closing in of the line of ships, to the boldness of the boats at night, going in sometimes to within fifty yards of Fort Moultrie, and to the ceaseless vigilance of both officers and men, he admits that the violations have been frequent; and, according to the best accounts, there are at this moment no less than eight steamers, painted lead color, in the harbor of Charleston.

Though my force has been kept up to twelve vessels, with great difficulty, it is true, and which I can no longer continue to do, I have been very apprehensive that some vessels would get in, as we have had thick weather and much rain; but I was not prepared for such a result. I think it probable that some two millions sterling of arms and merchandise have gone in the last ten days. The Herald has succeeded again, having the most skillful man on the coast on board of her, Coxetter.

I feel as much regret to convey this information as the Department will to receive it; but I have done my best, the officers have done theirs; it is for the Department to apply the remedy. I have no more ships to send there. Many vessels are still at Nassau, coming this week. My best vessel, the Bien-

ville, must come in for coal; and we have from reliable authority what I have always apprehended, that our sailing ships, from their conspicuous masts, and want of steam power, are much more favorable to the blockade runners than to ourselves.

Enclosed are important communications from Commanders Steedman and Mullany; and memoranda of information given by a Mr. Sussen, to which especial attention is called.

As I desire that the Department should have every information, I have directed Captain Hazard to report to the Honorable the Secretary of the Navy, in person; for though this officer has not been very long on this station, he has been the senior officer there during this last pressure on the blockade.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

P. S.—I am grieved to add that up to this hour neither the *Norwich* nor *Flambeau* has appeared. A more discouraging evidence of the inability of the navy yard to repair vessels in an ordinary time I have never known. There is no telling how different the result might have been if these two vessels had been off Charleston during the last ten days. The surveying officers stated three weeks would be required to repair; those of the yard said four weeks; it is now six since they left Port Royal.

S. F. D. P.,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., November 13th, 1862.

To the Commanding Officer of the gunboat
nearest to the point indicated:

SIR:—General Saxton is sending the steamers Darlington and Ben Deford to a place near Darien, Georgia, to procure lumber, which is to be had there.

You will give such cover to these vessels as may be necessary to protect them.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 28th, 1862.

Lieutenant Commanding M. B. WOOLSEY, United States
Ship Dale:

SIR:—My order in reference to the non-intercourse between the health-boat and the guard-ship, so far as applied to the health officer, or any other individuals that it may be agreeable for you to see, is modified.

My order was intended to apply more particularly to vessels placed in quarantine, rather than to the health-boat.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 28th, 1862.

Lieutenant Commander A. C. RHIND, United States
Ship Seneca:

SIR:—The Seneca needing repairs which cannot be made at Port Royal, you will proceed north, towed by the Augusta.

The Augusta proceeds to Philadelphia; but if, on arriving off the capes of the Delaware, you can with safety continue to New York, do so; otherwise you will go into Philadelphia.

On your arrival at either city you will report yourself to the commandant of the station, and through him to the Secretary of the Navy.

I cannot better convey my appreciation of your services on this station, than to express the desire that you may be continued in the Seneca, and return to this squadron.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 28th, 1862.

Captain S. F. HAZARD, United States Navy,
Port Royal, S. C.:

SIR:—In my previous order detaching you, for the reasons stated therein, from the James Adger, you were directed to report to the Secretary of the Navy, by letter.

Your recent experience off Charleston, and the very intelligent manner in which you have explained the

difficulties of maintaining the blockade of the port, induce me to direct you that after reporting to the commander of the naval station at Philadelphia, you will proceed to Washington and report to the Honorable Secretary of the Navy, in person.

You will please give to the Department all the information which your recent practical knowledge so well enables you to do, on the subject above referred to.

You will report to Commander Parrott, of the *Augusta*, for passage to Philadelphia.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., August 28th, 1862.

Captain J. F. GREEN, United States Ship
Canandaigua:

SIR:—The painful intelligence which has just reached me of the loss of the United States ship *Adirondack*, compels me to suspend the repairs contemplated on the *Canandaigua*, and to urge the completion of such as are absolutely necessary to get your ship to sea at the earliest possible time.

You will then proceed with all dispatch to Man-of-war Key, east point of Abaco, where the *Adirondack* was wrecked, and render all the assistance in your power to Captain Gansevoort in saving persons and public property.

Captain Gansevoort and yourself, from your well known experience, will adopt all the necessary meas-

ures to secure through the United States Consul at Nassau, the recovery of the machinery and armament of the vessel. I cannot give you more specific instructions.

The officers and crew of the Adirondack you will bring to this port, unless some favorable opportunity should occur of sending them to a Northern port by steamer.

You will find enclosed certain papers, which may be of service to your present duties.

You are aware that the Oreto, armed privateer, or pirate, under ex-Lieutenant Maffitt, has been permitted to leave Nassau, and when last heard from was at Diana Key, near Cardenas, coast of Cuba; said to be armed with six rifle guns, but with a short crew. In one of the enclosed papers is a description of this vessel.

I have also been informed that the Laird gunboat, or as called in Liverpool, "290," under the command of Bullock, formerly in the United States navy, has arrived at Nassau, and may possibly now be on the ocean.

You will please keep a lookout for these vessels on your way, going and coming, and any others intending to run the blockade.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 28th, 1862.

Lieutenant Commanding J. H. SPOTTS, United States Ship
Magnolia, Port Royal:

SIR:—I have to thank you for the judgment and dispatch with which you brought me information of the unfortunate condition of the Adirondack.

The Canandaigua, now pressing repairs on her machinery, will sail in the morning to the relief of the Adirondack.

As soon as coaled and ready, you will proceed to execute such portions of Commander Lardner's orders as you have not yet fulfilled.

On your way I have to request that after getting to sea, you will run down the coast, keeping say fifteen miles distant from it, for the purpose of intercepting the Keystone State, Commander Le Roy, who is cruising off the coast of Georgia, on the off shore line of the blockade. Should you meet him, you will please inform Commander Le Roy that I desire his immediate return to Port Royal.

Respectfully, etc.,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., August 28th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—It is with the most painful feelings I have to inform the Department of the total loss of the splendid steamer Adirondack, on the northeast point of Little Bahama Bank, Man-of-war Key.

The intelligence was received this morning by the *Magnolia*, Lieutenant Commanding J. H. Spotts, who had fallen in with the *Adirondack* after she was wrecked.

She ran on shore about half past three in the morning of the 25th of August; and Captain Gansevoort, in a few hurried lines (a copy of which is enclosed), expresses his fears that the ship is a total loss, though he hopes to save most of her guns.

In addition to this painful news, I have information that the *Oreto*, commanded by Maffitt, is now on a piratical cruise, and aiming to intercept the United States mail steamer *Columbia*, due at Havana on the 1st of September. By the latest advices she was at Diana Key, off Cardenas, in Cuban waters; but the captain-general of Cuba had sent orders that she should leave that position.

I also understand that the *Laird* gunboat, or "290," commanded by Bullock, has also arrived at Nassau.

From the report of Lieutenant Commanding Spotts, a copy of which is enclosed, it is evident that Captain Gansevoort entertains some apprehensions that the rebel gunboats *Oreto* and "290," hearing of his position, may take advantage of it and make them all prisoners.

It is true that the Queen's proclamation of neutrality has been constantly violated in the colonies of the Bahamas; the last and most alarming instance being the sham trial of the *Oreto*, which has been permitted to sail from the port of Nassau, with a schooner almost in tow, carrying her armament, and is now a pirate on the ocean.

Yet I can scarcely bring myself to believe that such a gross violation of it as apprehended by Captain Gansevoort would be allowed by the British Govern-

ment, but, on the contrary, that her cruisers would render every assistance.

In this crisis I am myself almost powerless. The Keystone State is, as I have informed the Department, on an outside cruise, and at this moment, when I am most anxious to send out for her, and dispatch her to the assistance of the Adirondack, I have not a vessel for the purpose. It is of the utmost importance that the Department should put at my command a fast steamer of light draft, such as the Ben Deford, to be used solely as a dispatch vessel, by which I can at any moment communicate with any station of my squadron.

The Canandaigua is here undergoing some repairs to her engine, but I shall hurry her off in the morning, and the Magnolia also, as soon as I can supply her with fifty tons of coal.

The Department is aware that the Oreto is not at this moment within the limits of my station, and I am quite sure Commodore Lardner will look out for her, as the enclosed papers will show.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept 2d, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I regret to report the escape of a steamer from Charleston, on the night of the 28th ult., through Maffitt's channel.

At eight o'clock in the evening, Commander Mullany, of the Bienville, sent his launch to guard

the entrance of that channel, in charge of Acting-Master Rodgers, who anchored his boat only three-quarters of a mile east-south-east from Fort Moultrie.

Near ten o'clock he saw a steam propeller passing outward, close along the beach, moving silently and swiftly.

He immediately fired a rocket and burned a blue light, the signals agreed upon, and the Bienville at once slipped her cable, alarmed the rest of the fleet, and gave chase, but was unable to see anything of the escaping vessel.

Shortly afterwards guns were fired from the America, which, with the Flag, guards the north-east entrance to Maffitt's channel; but on the Bienville reaching them, the steamer had succeeded in escaping in the darkness.

Acting-Master Rodgers, in charge of the launch, reports that though the steamer passed within three hundred yards of him, yet when the land behind was higher than the hull, he could see nothing of her; and it was only when she passed a low opening in the beach that she was in sight at all.

I refer to this particularly, that the Department may be apprised of one of the great difficulties of the blockade of this port of Charleston.

The above is the substance of detailed reports from Commander Mullany and Acting-Master Rodgers; presuming that the Department would prefer to have a condensed statement, rather than copies of the reports themselves.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 4th, 1862.

Captain P. DRAYTON, United States Steamer Pawnee,
Senior Officer, Stono:

SIR:—On the arrival of the Paul Jones, Commander Steedman, at Stono, you will transfer to that officer the charge of those waters, giving such information as your long and valuable experience there will enable you to furnish.

You will avail yourself of the most favorable condition of the tides to cross the Stono bar, and repair to Port Royal with the Pawnee.

If the Ottawa can find her own way home without a tow, you can dispatch her at once to New York; if not fit to do so, I will procure a steamer to take her North as soon as possible. In the meantime she can make all preparations.

Respectfully, etc.,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 4th, 1862.

Commander C. STEEDMAN, United States Ship
Paul Jones, off Charleston:

SIR:—On receipt of this order you will please proceed to Stono Inlet, and relieve Captain P. Drayton, in charge of that important station, receiving from him such information as his experience will enable him to give.

It is not my intention to withdraw you from the charge of the Brunswick waters, as had been arranged,

but it is important that the Pawnee should be enabled to get out of Stono by the pending spring tides. Orders will be dispatched to the Conemaugh to relieve you as soon as the Fernandina reaches Ossebaw.

Captain Drayton will furnish you with coal, to enable you to wait for your relief, and reach this port for supplies and repairs before going to St. Simon's.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 4th, 1862.

Captain S. W. GODON, United States Ship
Powhatan:

SIR:—So soon as you are ready, you will please proceed with the Powhatan, under your command, off Charleston, and take charge of the blockade of that port, receiving from the senior officer, whom you will relieve, such information as he may have to give.

Your own experience in your previous command off that station renders it unnecessary to give you very minute instructions.

The efforts to run the blockade, I regret to say, are increasing, with new and faster vessels, and within a short time with some success. I recommend your doing all in your power to check them, and I will increase your force as rapidly as I can.

You will please exercise your best judgment in permitting vessels to come to Port Royal for coal, provisions, or repairs.

I am aware that this blockading duty is very exhausting and tedious, but I depend upon the zeal of the officers to endure its hardships with their accustomed energy.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 5th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—The iron-clads or rams built at Charleston have been described to me, by intelligent persons who have seen them, as well protected by their armor, but as not formidable for offensive operations against our vessels, in consequence of their deficiency in steam power, it having been intended to place in them engines taken from old steamers belonging to South Carolina.

If it be true that English steam engines have been provided for them, as reported to me by the Department, it becomes my duty to urge upon it the necessity of sending some iron-clad vessels of our own, to render our position off Charleston tenable.

Vessels even imperfectly covered with armor, emerging from the protection of forts, and always provided with a place of refuge, would be comparatively secure, while they might do great harm to wooden ships, especially of the light class which forms the chief material of this squadron. If by any possibility the blockading force off Charleston could be destroyed, or compelled to retire, it would produce a moral im-

pression to our disadvantage even more disastrous than the actual loss itself. If it be possible to send the Ironsides to take up a position off that harbor, the efforts of the enemy would be completely frustrated.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 5th, 1862.

Major-General D. HUNTER, Commanding
Department of the South:

GENERAL:—I have been very much gratified by the receipt of your communication of this date, referring to our relations, official and social, since you assumed the command of the Department of the South.

You also kindly allude to the courtesy you have received from the officers of my command. This I am sure would, under our naval discipline and education, have been awarded to any officer holding your high position, irrespective of circumstances. But, General, if this spirit of courtesy has been so sufficiently marked as to draw your especial notice, it is because you have elicited it by the most frank, manly, and generous appreciation of all the co-operations and aids which this squadron has had occasion to give to the army,—limited as our opportunities for such co-operation have been,—as well as by the great kindness and cordiality which has always been shown in your reception of the officers of the navy, whether on or off duty.

I thank you for this acknowledgment, the more so that it has not always been a characteristic elsewhere of the joint operations of the two services.

Wishing you a safe passage, and a sphere commensurate with your fearless and patriotic devotion in this contest, I have the honor to be, General,

Very respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 5th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR :— The Canandaigua has just arrived, bringing the officers and crew of the Adirondack, except five, who deserted to the wreckers.

The mail is about closing, and I have only time to state that at night, after Captain Gansevoort had landed his men, the wreckers, with a spirit totally at variance with their ordinary conduct, destroyed the vessel by fire.

Wreckers usually strive to save property, and their action in this case proves what has been ascertained from other sources, viz., that the fishermen, light-house keepers, and wreckers on the Bahamas, are in some way in the employ of the rebels.

Captain Gansevoort destroyed all his large guns except the eleven-inch, which were thrown overboard and buoyed. He saved his boat, howitzers, some ammunition, and provisions.

I shall send a detailed report in writing from him by the next mail.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 7th, 1862.

Captain G. GANSEVOORT, United States Navy:

SIR:—I have received your report giving in detail the circumstances attending the loss of the Adirondack, on Man-of-war Key, of the Little Bahama Bank.

It is marked by great clearness and frankness of statement. I have also gone over the charts with Acting Lieutenant James Parker, the officer who was charged with the navigation of the ship, and have been equally struck with his scrupulous candor in reference to his observations, courses steered, and general statements.

Without desiring to anticipate any judgment that a court of inquiry, which you have so promptly asked for, might give on a more thorough examination, I deem it my duty to you, and but an act of simple justice as your immediate commanding officer, to state that I can discover no want of vigilance on your part. On the contrary, you have shown all reasonable caution by twice adopting a course calculated to carry you further off the land than the one proposed.

After the sad catastrophe occurred, you did all that I fully looked for from the energy and manliness of your character, and your skill as a seaman.

Your report to me, that of Lieutenant Parker to you, and your application to the Department for a court of inquiry on the loss of the Adirondack, will all go forward to the Honorable Secretary of the Navy, by the United States ship Massachusetts, Commander Cooper, who will receive you and such of your crew and officers as I do not retain on the station, for a passage to New York.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 8th, 1862.

Captain P. DRAYTON, United States
Ship Pawnee:

SIR:—The number of vessels belonging to this squadron now at the North for repairs, makes it a fitting occasion to suggest such improvements in their armament as our last year's operations and experience may indicate.

The Navy Department and Ordnance Bureau are much alive to the introduction of such improvements, but are greatly pressed with the immense labors devolving upon them. It has occurred to me that both would be gratified to be informed of our views and wants; and I desire to avail myself of your knowledge of ordnance and gunnery, and of your large experience of the nature of this coast, and the character of the service in these waters, to convey to the Bureau what changes may be desirable.

I will not go into any minute details, but, among other items, I desire you to consult with Captain Dahlgren, the Chief of the Bureau of Ordnance, in reference to the armament of what we have termed the regular gunboats.

The eleven-inch gun is a favorite with me; but I am aware that on several occasions, some of them within your own immediate experience, a longer-range gun would have been desirable. The two hundred pounder rifle, on some of these boats at least, may be an advantageous change.

The armament of the *Augusta*, at the Philadelphia Navy Yard, may be improved. I regretted to see the *Powhatan* come out with only a one-hundred pounder rifle on her immense forecastle.

In reference to the carrying on what may be termed the work of the squadron, that is, the furnishing the vessels coming in here for coal and supplies, in the shortest possible space of time, you are aware of the importance of tugs, and how invaluable they have been to us. One has given out, and is a total loss, within a few days, in consequence of not being coppered; the other must soon follow.

Please urge upon the Honorable Secretary, or Mr. Fox, the Assistant Secretary, the necessity of sending out two at once, with side-wheels, spacious decks, and coppered.

The importance of having all vessels to burn coal, and not wood, in their galleys, also mention to the Construction and Equipment Bureau; and all should have fresh-water condensers.

You will leave the Pawnee, for the moment, in charge of her Lieutenant Commander, and take passage, in the Massachusetts, for New York; reporting yourself to the Honorable Secretary in person.

I am the more pleased at sending you on this important duty, as it will give you a couple of weeks of relaxation from the arduous services you have been performing on this station, in localities severely trying to the health, and under responsibilities of a very grave character. The effects of the former are plainly visible upon you, and the latter, though very wearing too, you have met with your accustomed spirit and moral courage.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

P. S.—I omitted to say above that you will apply to the Honorable Secretary to forward your return in two weeks from the time of your arrival in Washington.

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 8th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—In my communication of the 5th inst. I informed the Department of the return to this port of the Canandaigua, with the officers and crew of the Adirondack.

I have now the honor to enclose to the Department Captain Gansevoort's detailed report of the loss of his ship, with a copy of that of the officer in charge of the chronometers, who kept the reckoning ; also a copy of my letter acknowledging Captain Gansevoort's report to me, and an application from Captain Gansevoort for a court of inquiry.

These papers contain all the material facts in the case for the consideration of the Department.

Respectfully, etc.,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 8th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—One of those circumstances which may be magnified and made the cause of complaint, occurred on the 6th inst., and I deem it as well to inform the Department of it.

An English barque was seized by the boats of the Shepherd Knapp, off St. Helena Sound, having attempted to run the blockade, and sent to Port Royal. On approaching the guard-ship Dale, covering the health officer's station, some two miles seaward from this anchorage, it was discovered she had an American flag hoisted over the English. The Dale was immediately telegraphed to have the American ensign hauled down, and the ship come up under British colors.

I immediately called upon the prize officer to explain his action in the matter; his reply is herewith enclosed. The acting volunteer lieutenant commanding the Shepherd Knapp is a zealous officer, but wholly inexperienced in such matters, and erred no doubt from ignorance. I shall address him immediately on the subject, and hold him to a strict accountability.

I regret the circumstance, but the error was immediately repaired, as the Department will see. The captain of the English bark seems a Frenchman, and apparently ugly in his temper; and will doubtless make all the trouble he can in the matter.

I avail myself of this opportunity to ask the Department what its views are in reference to this matter. No general order has been received by me

on the subject. The American flag has generally been hoisted. I think the flag of the country should be retained until the ship be tried and condemned,—and will give the requisite order; but I should be pleased to know whether this is in accordance with the Department's wishes.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 9th, 1862.

Captain J. F. GREEN, United States Ship
Canandaigua:

SIR:—I have received your communication of the 5th inst., detailing the execution of my orders to proceed to the Bahamas, and relieve in every way in your power the crew and officers of the Adirondack, Captain Gansevoort, wrecked on Man-of-war Key.

You have performed this duty with judgment and success, in a very expeditious manner, and entirely to my satisfaction.

Understanding you have made the repairs to your engine, and are ready for sea, I have to direct that you will proceed off Charleston with the Canandaigua, under your command, and report to Captain Godon, of the Powhatan, senior officer in charge of the blockade of that port, for duty.

I need hardly mention to an officer of your experience that the blockade of this port is, at this moment, the most important business of this squadron, and one in which the reputation of the officers is the most involved.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 9th, 1862.

Hon. JOHN CADWALADER, United States District Judge,
Philadelphia :

SIR:—I have the honor to report that the United States ship Shepherd Knapp, Acting Volunteer Lieutenant H. St. C. Eytinge commanding, captured the barque Fanny Laurie, under English colors, on the morning of the 4th inst., while attempting to enter South Edisto.

She purported to be from Nassau, and bound to Quebec; among her papers, however, is a letter to a house in Charleston. As Captain Lamier (a Frenchman, I believe) admits that he was attempting to run the blockade, I send her to Philadelphia for adjudication, in charge of Acting Master J. Lindsey, who will deliver to you the accompanying papers found on board.

Acting Master's Mate G. P. St. John, of the Shepherd Knapp, was present at the capture, and can give all the necessary evidence.

The master, Captain Lamier, the mate, and one of the crew go in the prize; the rest of the crew, viz., Wm. Casey, C. Morie, Chas. Hale, Chas. Johnson, Jas. Lee, Wm. Smith, Chas. A. Green, Thos. Wright, Walter Sands, and two persons who were represented to be passengers, viz., John Edington and Jas. H. McKenzie, were sent to New York by the United States steamer Massachusetts.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 15th, 1862.

Commander C. STEEDMAN, United States Ship

Paul Jones:

SIR:—Information just received from the St. John's river, Florida, makes it evident that there is a desire to drive our small gunboats from it, on the part of the Florida authorities, aided by the military and guerrillas.

It is reported that Governor Milton came down, a few days ago, from Tallahassee, and declared that the gunboats must be taken; and if taken, the officers and crews were to be hung as kidnappers.

Since the withdrawal of our troops from Jacksonville, as you are aware, we have been simply maintaining an inside blockade of the river by a very small force near its mouth. I had it intimated in various ways to the citizens and authorities of Jacksonville that if the gunboats were molested from the banks of the river, or Union people maltreated and their property destroyed, I would adopt retaliatory measures by destroying Jacksonville, etc.

The report of the attack upon the Uncas and Patroon, from St. John's Bluff, you have read; it conveys the nature of the warfare, and is the last news we have from that point.

I have now to direct that you will proceed with the Paul Jones, under your command, to the St. John's river; taking with you, or to follow you, the Cimerone, Commander Woodhull, the E. B. Hale, Lieutenant Commanding Snell, and the Uncas, Acting Master Crane. The Patroon you will find in the river.

Please make a thorough reconnoissance of the river, as far as you deem it advisable and of service;

going to Jacksonville and ascertaining, by a flag of truce, what is meant by this attack upon our boats; and warning responsible persons of the consequences. Destroy all the works on the banks which might be used or occupied by the rebels at any future time against us.

You are aware of the law of Congress in reference to contrabands,—to return none, by whomsoever claimed, but make a proper entry in the log-book of the name of the fugitive, and owner or claimant.

As you are aware, I have every confidence in your zeal and judgment; your force is very strong in one sense, but not of that kind to prevent great annoyance by musketry from the banks of the river; and I rely upon your discretion to save your crews as much as possible from this, consistently with the execution of your orders.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 16th, 1862.

Commander A. S. BALDWIN, United States Ship
James Adger :

SIR:—I had hoped that the James Adger might have been rendered available for a few weeks further blockading service off Charleston; but as she is represented to be so greatly in need of repairs, I have to direct her immediate return to the North. You will therefore proceed in her to Baltimore, where a new steam drum has been built for her by order of the Navy Department.

Upon your arrival, you will report to the senior naval officer in that station, and through him to the Secretary of the Navy.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 17th, 1862.

Acting Volunteer Lieutenant J. F. NICKELS, United States
Ship Onward:

SIR:—Having returned from the inspection of the Onward, under your command, I consider it my duty to say that I have been gratified by the cleanliness, good order, and excellent arrangements of your ship, the fine appearance of your crew, and the general evidence of proper supervision.

I think it also right to add that you have always shown energy and zeal in the execution of my orders.

Wishing you a quick run to New York, I am,

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 18th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the honor to report to the Department that the United States barque *Braziliera*, Acting Master Commanding W. T. Gillespie, captured the schooner *Defiance*, of Nassau, in Sapelo Sound, attempting to run the blockade, on the 7th inst.

Her cargo consists of salt, kerosene* oil, soap, cascarilla bark, etc., etc. She also had in her cargo about ninety-six boxes containing cases of gin, which Acting Master Gillespie, for the safety of the schooner on her passage North, took out of the vessel, and placed in the spirit room of the *Braziliera*. It will be sent to Philadelphia by the first opportunity.

The prize schooner, needing repairs, came into this port, and will proceed to-morrow to Philadelphia for adjudication.

She is in charge of Acting Master R. F. Cook, of the *Braziliera*.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

P. S.—Enclosed is a muster-roll of the officers and crew of the *Braziliera* entitled to share in the prize money.

S. F. D. P.,

Rear Admiral.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., Sept. 19th, 1862.

Messrs. CUTTING, SELDEN, *et als.*,
Rochester, New York:

GENTLEMEN:—I received to-day your communication of the 5th inst., calling my attention to certain complaints, made by Acting Assistant Paymaster Strong, of improper treatment at the hands of his commander, Acting Volunteer Lieutenant Baxter, commanding the barque *Gem of the Sea*, one of the vessels of my squadron.

Your letter is addressed in a tone and spirit which commands my attention and respect, and I will answer it with equal courtesy and frankness.

The exigencies of the war have caused vessels to be armed and officered by persons who never were in the navy before, either as commanders or subordinates. It must therefore occasionally happen that the former have no knowledge or experience in controlling their officers and crew, and the latter no conception of that discipline, subordination, and respect to authority which constitutes the difference between a man-of-war and a passenger-ship.

The *Gem of the Sea* joined my squadron on the 7th of November, and soon after was dispatched on blockading duty. On her return to Port Royal, near the end of March, Paymaster Strong, the surgeon, and one or two of the other officers requested to be detached from the ship; a request which could not then be granted. Failing in this, and just before the vessel was going to sea, they all sent in their resignations at the same time, apparently in concert with each other; thus rendering the ship useless.

I sent for them into my cabin, reminded them that their course of action amounted to a combination, and, if persisted in, would oblige me to place them under arrest.

I listened to their grievances, calmly instructed them in their duties, enjoined the necessity of discipline, and earnestly inculcated harmony, informing them, however, in consequence of the course taken by them, I should order them to proceed in the vessel to the blockading post; but if, on her return, they would present their complaints in proper form, I would investigate them fully.

On the 11th of April, the *Gem of the Sea* was dispatched on blockading duty off Georgetown, and returned to Port Royal again about the middle of June; and, after remaining nearly a week, proceeded once more off Georgetown, the out-post station of my squadron on the north.

During the time of her stay no complaints were made by any of her officers who had previously sent in their resignations; and I concluded that all difficulties had been smoothed away.

The hopes that I then entertained of harmony on board that ship appear, however, not to have been realized; and as the vessel has been out on this station over ten months, I purpose to order her to proceed from Georgetown to New York, so soon as she can be relieved, where any complaints or charges that the officers may have to make can be investigated.

In justice to Acting Volunteer Lieutenant Baxter, I must add that he has been under fire on several occasions, and has been spoken of in very high terms by his senior officers.

I am, gentlemen, respectfully, etc.,

S. F. DU PONT,
Rear Admiral.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., Sept. 19th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the honor to inform the Department that I have dispatched the following vessels to the North:—

The *Ino*, Acting Master Devans commanding, to New York, with a number of men from the squadron

whose times are out, and for whom there was no room on the Massachusetts. The Ino was also in want of certain outfits which could not be supplied here, and was without a proper complement of officers and crew. She sailed on the 11th inst.

The Onward, Acting Volunteer Lieutenant Nickels commanding, to New York, to be docked, in consequence of injuries received from running aground. She sailed on the 18th inst.

The James Adger, Commander Baldwin, to Baltimore, to receive on board the new steam chimney constructing there. This steamer is in want of other repairs.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 20th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR :—I have the honor to inform the Department of the departure, on the 17th inst., for Philadelphia, of the United States sloop Dale.

This vessel has been long in commission, and her crew twice threatened with scurvy. They are a fine body of men, and though the Dale has been a serviceable vessel in her way, the crew would be more useful if transferred to a steamer.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 20th, 1862.

Commander C. STEEDMAN, Senior Officer,
St. John's River:

SIR:—I have filled up the Uncas with ammunition, with which she leaves in the morning. I regret to say, however, there are no shells for the one-hundred-pounder rifle. I may direct the Uncas to go into Wassaw and obtain a few from the Sebago.

I have received your official report of operations in the St. John's, and see the propriety of your suggestions that some troops should land and take the batteries in the rear, in order to secure the garrison when shelled out by the gunboats.

General Brannan will proceed on Monday with some fifteen hundred men, with whom I recommend a cordial and efficient co-operation.

From information furnished by Acting Master Crane, and by contrabands, the troops can be landed at the creek below the bluff.

I would recommend that in the meantime you will disturb the rebels by an occasional shot, and keep them from improving their work until the troops arrive.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 21st, 1862.

Major-General MITCHELL, Commanding
Department of the South:

GENERAL:—When the communication from your Adjutant-General came to-day, the weather had not quite declared itself, and I felt like deferring an hour or two before making the suggestion, which I do not now hesitate to make, that the troops should not embark until this storm is over.

The discomfort to them is very great under any delay, and the bars are rendered impassable on the coast, generally, particularly the St. John's, until a day or so after a storm.

My force, as you are aware, is on the river, excepting the vessel with the supply of ammunition, which will precede the expedition. It is for the troops that I feel concern, and hence this note.

I am, General, with great respect, yours, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 23d, 1862.

Major-General O. M. MITCHELL, Commanding
Department of the South:

GENERAL:—As you requested me, I think I may venture to say that, from present appearances, as far as the weather is concerned, the transports may leave at any time that you may deem best.

The bar at St. John's is still in a disturbed condition, no doubt, but I hope will be passable in a day or two, in which case, as the spring tides are making,

it is desirable that the vessels should take advantage of them.

The Uncas left this morning by the inland passage, and the Water Witch outside, and though the latter has to call at two places, I have no doubt both will be at St. John's before the arrival of the troops.

I deem it proper to say that as this is the month of September, during which the weather is always unsettled, in case the transports find it dangerous to cross the St. John's bar, they can run into Fernandina; in which event it would be of the utmost importance to keep the destination of the expedition secret, as there is constant communication between Fernandina and the St. John's.

Please accept my thanks for the information you kindly sent me to-day, in reference to the rams at Savannah.

I am, General, respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 26th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—Several reasons, not necessary to trouble the Department with, but based on a full experience of our necessities here, induce me to suggest the advantage of having a coal hulk in this harbor, capable of holding say a thousand tons. My impression is she will pay for herself in a limited period by saving

demurrage on the chartered vessels bringing coal. I never proposed a depot on shore, because it involved the construction of an extensive wharf.

If fitted with small engines, and other facilities for hoisting in coal, the principal delay in dispatching the steamers when they run in for supplies will be obviated.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 26th, 1862.

TO HON. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the honor to acknowledge the receipt of the Department's communication of the 12th inst., enclosing a letter from a seaman on board the steamer *Uncas*, addressed to the Hon. J. P. Hale.

The *Uncas* is now in the St. John's River, and I shall send orders by the first opportunity to the senior officer there to institute at the earliest moment practicable the inquiry directed by the Department. I have no doubt there may be more or less foundation for the statements.

The Department well knows the origin of these complaints; they spring from the exigencies of the war, which have compelled it to receive very frequently into the service, before trial, persons who are wholly incompetent to command; the more so that the officers under them are still more ignorant than themselves of all ideas of that subordination and discipline which constitute the difference between a passenger-ship and a man-of-war.

I have had three vessels of this description in my fleet, which had not a single regular officer on board, and they have been a source of worry and anxiety to me, for the Department is aware how almost impossible it is to hold courts of inquiry and courts-martial when engaged in war service; the detention of ships and witnesses for this purpose in harbor would be most deleterious to the public interest.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 26th, 1862.

Major-General O. M. MITCHELL, Commanding
Department of the South:

GENERAL:—The gunboat Potomska is just in, three days from Hampton Roads.

She brings me an order from the Navy Department to report at Washington without delay, on matters connected with my command.

As this order is dated so far back as the 10th inst., I feel it incumbent to leave in the morning; otherwise I should have the satisfaction of taking leave of you in person.

I shall go in one of my smaller steamers, which will enable me to leave the Wabash for the better protection of this harbor.

The senior officer in my place is Captain S. W. Godon, now off Charleston. I will direct him to repair to Port Royal; his headquarters will be on the Vermont.

I purpose leaving between seven and eight o'clock in the morning, and hope to be back in a couple of weeks.

With great respect, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Sept. 26th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the honor to report to the Department the positions on blockade of the vessels of my squadron:—

At Georgetown, S. C., steamer Norwich, and a small steam tug captured from the rebels.

Off Bull's Bay, the Gemsbok.

Off Charleston, steamers Powhatan, Canandaigua, Housatonic, Mercedita, South Carolina, Bienville, Marblehead, Flambeau; schooners America and G. W. Blunt.

In Stono, the Conemaugh and Ellen.

In North Edisto, the Huron.

In St. Helena Sound, the Shepherd Knapp.

In Wassaw Sound, the Sebago.

In Ossebau Sound, steamers Vixen and Dawn, and barque Fernandina.

In St. Catherine's, the barque Braziliera.

In Sapelo, the Madgie.

In St. Simon's, the Wamsutta and Pawnee.

In St. Andrew's, the Florida.

At Fernandina, the Sumter.

In St. John's River, the Paul Jones, Water Witch, E. B. Hale, Uncas, and Patroon. These steamers, with the Cimerone (which put in to Port Royal for repairs),

in conjunction with a detachment from the army, under Brigadier-General Brannan, are operating in the St. John's River to destroy some batteries of the enemy lately erected.

Off the Fishing Rip (Port Royal), as guard-ship, the Vandalia.

In the harbor of Port Royal, the Wabash, Vermont, Flag, Alabama, Mohawk, and bark Restless; of these, the last four are undergoing repairs and taking in provisions.

The Hope is used chiefly as a dispatch vessel.

The high-pressure steamers Planter and Darlington have been transferred to the army.

The Pawnee has to-day been ordered from St. Simon's to Wassaw, to reinforce the Sebago, and the Florida to Ossebau, to assist in blocking up the Nashville.

Flag Ship Keystone State,
Off Charleston, Sept. 27th, 1862.

Since the above was written, I have, in obedience to the Department's order of the 10th inst., transferred my flag to the Keystone State, on my way to Philadelphia.

I have examined again the positions of the blockading vessels off this port. They are most judiciously placed; yet I must report to the Department that they are too few in number.

I trust that some of the steamers which have gone North for repairs, particularly the gunboats, are on their way to rejoin this squadron.

Captain Godon, of the Powhatan, proceeds to Port Royal to assume charge of the squadron during my absence. He will take up his residence on board the

Vermont, as it was impossible to spare the Powhatan from off Charleston.

I have the satisfaction to inform the Department, that, during the past week, one steamer has been prevented from getting in to Charleston, and another driven back and shelled by the Flambeau while temporarily on the beach under the batteries. A schooner was also driven back by the Norwich, a few nights previous.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Oct. 23d, 1862.

Commander W. E. LE ROY, United States Ship
Keystone State:

SIR:— You will please proceed with the Keystone State, under your command, and report to the senior officer off Charleston for blockading duty.

Having had my flag so often on board your ship, affording so many opportunities of judging of her efficiency, good order, discipline, and harmony, with your promptitude and zeal in carrying out my orders on other occasions, I deem this, after our recent association a fitting moment to express my warm commendation and high appreciation of your services during the whole period that you have been attached to this squadron.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Oct. 24th, 1862.

T. W. SUMMERS, United States Hospital, Sixth below
Race Street, Phila.:

DEAR SIR:—I return the enclosed letter which, with the one from my nephew, I found waiting my return from the North, three days since; with it I have the painful duty of announcing the death of your brother. He died on board of the Wabash, on the 15th of October, at 10.30 P. M. Taking cold, fever supervened, which went into typhoid. He had skillful and kind medical attendance, with every care throughout his illness, which lasted from the 15th of September to the above date. He was decently interred at Bay Point; and the chaplain of the Wabash, the Rev. Mr. Dorrance, read the service over his remains.

He spoke of his mother; earnestly entreated to be allowed to go and see her, after he was unable to walk; requested a letter might be sent to Colonel Crammer, Augusta, Georgia, stating he was sick.

He and three other men, showing a white flag on the shore of Nassau Inlet, were sent for, and received on board one of the gunboats, and transmitted to me here. They had their carbines. Two declared themselves *deserters*, and were immediately sent North. Taking the oath of allegiance, the other two, your brother being one, said they were *prisoners*, and had come unexpectedly on the gunboats, and wished to be so considered. One, named Scott, was landed and handed over to the provost marshal at Hilton Head. Your brother, being sick, was retained on board and died.

While North I was called upon by Scott's wife, who was in Savannah when her husband deserted, and endeavored to prevent his doing so; but he replied

he could not live under such a government any longer; and yet, when he came on board, refused to be considered a deserter, but a prisoner. He may have influenced your brother to take the same view for some fancied advantage.

Regretting to have to convey to you this melancholy information, and sympathizing with the parents and relations of the deceased, I am, sir,

Respectfully yours,

S. F. DU PONT,

Admiral Commanding.

Flag Ship Wabash,
Port Royal Harbor, S. C., Oct. 25th, 1862.

Hon. JOHN CADWALLADER, United States District Judge,
Philadelphia :

SIR:—I have the honor to report that the United States schooner *America*, Acting Master J. Baker, commanding, captured the schooner *David Crockett*, on the night of the 13th inst., attempting to run the blockade out of Charleston, by Dewey's Inlet.

The schooner, being in a leaky condition, was dispatched to this port, when a survey was ordered upon her. The Board condemned her as unseaworthy, and appraised the value of the vessel at two hundred and fifty dollars. The cargo, according to their report (hereby enclosed), consisted of one hundred and seventy-five barrels spirits turpentine, and thirteen barrels rosin, but this estimate was made from memoranda, and without breaking bulk.

The cargo has been transferred to the brig *Abby Ellen*, and sent to Philadelphia. In this transhipment

it was ascertained that there were one hundred and seventy-two barrels turpentine, and ten barrels rosin. Of the turpentine, ten barrels were retained for the use of the squadron, there being a necessary demand for the same. The cargo shipped by the Abby Ellen consists of one hundred and sixty-two barrels of turpentine, and ten barrels rosin, consigned (as per bill of lading enclosed) to you.

No ship's papers were found on board; the only papers being letters which, with this communication, will be delivered to you by F. A. Gilmore, master of the Abby Ellen.

I send by the brig the master of the prize, William Thomson, and one of the crew, William Travis. The mate and three others of the crew, with two passengers, will be sent North by the first opportunity.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

(Confidential.)

Flag Ship Wabash,
Port Royal Harbor, S. C., Oct. 25th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I enclose copy of a communication of the 21st inst. from Lieutenant Commander Scott, of the Sebago, giving information derived from a deserter from Savannah.

Whatever inaccuracies there may be in the details of such statements, there is a general concurrence as to points which should be noted, viz., that three iron-clads, with rams, are building at Savannah, and two at

Charleston. The Fingal, all agree, has a very powerful engine; when she is completed it is the intention to take up the Nashville and clad her.

This man reports he overheard a conversation between General Mercer and Commodore Tatnall, in which the former said "They are moving in Virginia; we ought to be doing something here." "Yes," replied Tatnall, "we ought, but I am not going to sea in this vessel alone; I must be joined by the Charleston vessels."

The idea seemed to be to open the Savannah river, then come to Port Royal, and thence off Charleston, and raise the blockade.

Since the above was written two contrabands have come in, one a stevedore, who works on the wharves, both more intelligent than the white men. They state the Fingal to be ready; think she will draw a great deal of water, however (16 feet); her roof nearly down to the water's edge. Two others are building; a third was commenced, but the work stopped for some reason.

They confirm the report that the Nashville is laid up, having entirely unloaded her cotton, and is now moored at the railroad bridge, fifteen miles from Savannah. Large quantities of cotton are collecting in Savannah, all baled for storage. Four thousand contrabands are at work on the entrenchments round Savannah; all would leave and come to the coast if they dared.

I submit that the Ironsides and Passaic should be dispatched at an early day.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Oct. 27th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the honor to report to the Department the following positions of the vessels of the South Atlantic blockading squadron:—

At Georgetown, steamer Norwich.

In Bull's Bay, barque Restless.

Off Charleston, steamers Powhatan, Canandaigua, Housatonic, Mercedita, South Carolina, Bienville, Flag, Flambeau, Seneca, Memphis, Quaker City, Keystone State, and schooner G. W. Blunt.

In Stono, steamer Isaac Smith.

At North Edisto, steamer Unadilla.

In St. Helena Sound, barque Shepherd Knapp.

In Wassaw, steamers Conemaugh and Pawnee.

In Ossebau, steamers Wissahickon and Dawn, and barque Fernandina.

In St. Simon's, and guarding also St. Catherine's, Sapelo, and Doboy, steamers Paul Jones, Wamsutta, Madgie, Potomska, Western World, and barque Braziliera.

In St. Andrew's, barque Midnight (relieving barque Gemsbok, sent to Turtle Bay).

At Fernandina, steamer Mohawk.

In St. John's river, steamers Cimerone and E. B. Hale.

Guard-ship at Port Royal, Vandalia.

In Port Royal, Wabash and Vermont, and the following vessels undergoing repairs, viz.: Water Witch, Uncas, Patroon, Marblehead, Sebago, and Florida; schooner Hope, dispatch vessel.

Respectfully, etc.,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Oct. 28th, 1862.

Commander C. STEEDMAN, United States Ship
Paul Jones, Port Royal :

SIR :— You will please proceed with the Paul Jones, under your command, to St. Simon's, and take charge of the blockade of that station and the contiguous waters.

General Saxton is desirous of sending the Darlington up the Altamaha for supplies of rice for the contrabands. Please give her such protection as may be desirable, and which will not interfere with your blockading duties.

All friendly contrabands asking protection you will receive and retain, if need be, until sent for by General Saxton.

Respectfully, etc.,

S. F. DU PONT,
Rear Admiral.

P. S. — I learn the condition of the Western World requires her to return at once to Port Royal.

You will therefore dispatch her to this port; and whatever excess of stores she may have you will distribute to the other vessels.

Lieutenant Commander Semmes had better take passage in her to this place.

S. F. D. P.

Flag Ship Wabash,
Port Royal Harbor, S. C., Oct. 28th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the honor to forward, for the information of the Department, the enclosed copy of a report by Acting Lieutenant Watmough, commanding the United States ship Memphis, of the capture of the English steamer Ouachita, on the 14th inst., on his way to join my squadron.

The steamer, when overtaken, was disabled in her boilers by her efforts to escape, and was towed to this harbor by the Memphis.

I shall send her North for adjudication, so soon as I can get a tow for her.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Oct. 28th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the honor to report to the Department that on the morning of the 20th inst., between the hours of two and three o'clock, a steamer succeeded in running the blockade off Charleston. She passed to the northward of the Rattlesnake Shoal, and was first discovered by the schooner Blunt, who made the usual signals, and fired at her, but could not pursue, as there was no wind. The Flambeau was on the alert, and soon after discovering the steamer, Lieutenant Commander Upshur slipped his chain and com-

menced firing, but though he discharged nine shells at her, did not succeed in arresting her progress. He pursued her until his own vessel was under the fire of the rebel batteries.

In the morning it was discovered that the steamer had run aground, close to Fort Moultrie, and was apparently bilged.

By the Charleston papers, since received, it appears that this steamer was the *Minho*; that she will perhaps become a wreck, as there is much water in the hold, and part of the cargo floating about in the vessel. So much of the cargo, it is stated, as may be destroyed by water, will be nearly a total loss.

I regret the escape of this vessel, but under the circumstances, owing to the darkness of the night and haziness of the atmosphere, rendering it difficult to discover a vessel only a short distance off, I can attach no blame to the officers on the blockade.

I enclose Lieutenant Commander Upshur's report.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., Oct. 29th, 1862.

Lieutenant Commander R. W. SCOTT, United States
Ship *Sebago*:

SIR:— In forwarding your orders from the Navy Department, detaching you from the command of the *Sebago*, and directing you to return North, I desire to express my commendation of the uniform and efficient manner in which you have performed your several

duties; evincing a ready zeal to remain out on the station when your services, and those of your ship, were required.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Oct. 29th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the pleasure to report to the Department the capture on the 24th inst. of the British steamer *Scotia*, by the United States barque *Restless*, Acting Volunteer Lieutenant E. Conroy, commanding at Bull's Bay.

The steamer was discovered at daylight, standing towards Bull's Island. Acting Volunteer Lieutenant Conroy immediately got under way with his vessel, and at the same time sent two armed boats to the leeward of the steamer, which forced her to run ashore. He then ran in with the *Restless* to cut her off and keep her from running out, should she get off before the boats could reach her.

When the boats got alongside it was discovered that the captain (an old offender named Libby), with a gentleman and lady (passengers), had left the steamer in an open boat; the crew were in a state of intoxication, so they became almost unmanageable, and Lieutenant Conroy ordered them to be transferred on board the *Restless*, and put in irons.

Acting Volunteer Lieutenant Conroy did not succeed in getting her off until the morning of the 26th,

during which time he was obliged to anchor with the *Restless* within gunshot of the prize, to protect her, and at low tide his own vessel touched bottom several times, but without sustaining any material injury. He reports the loss, by drowning, of John Martin (S.), of the *Restless*, and a fireman of the *Scotia*, in consequence of the swamping of a boat in trying to get out a hawser.

In getting off the *Scotia*, and afterwards in bringing her to Port Royal, the engineers of that vessel rendered every assistance in their power, for which Lieutenant Conroy promised that they should receive compensation.

I have further the honor to report the capture, at Bull's Bay, on the 27th inst., of the British steamer *Anglia*, by the boats of the United States ship *Flag*.

The *Restless*, then under command of Acting Master Griswold (Acting Volunteer Lieutenant Conroy being temporarily absent on duty in the *Scotia*), had discovered the steamer entering Bull's Bay the evening before, but she having passed so far to windward of her, the *Restless* could not prevent her getting in; and having only one small boat belonging to the ship, Acting Master Griswold did not think it prudent to send her in pursuit, but he got the *Restless* in position to command the channel, for the purpose of preventing the escape of the steamer.

On the next day, the *Flag*, having Acting Volunteer Lieutenant Conroy on board, on his way to join his vessel, arrived at the anchorage of the *Restless*, and on receiving the above information, Commander Strong, under the pilotage of Acting Volunteer Lieutenant Conroy, ran the *Flag* close to the bar, which his vessel could not cross, and dispatched four armed

boats, under charge of Lieutenant Commander Carpenter and Acting Volunteer Lieutenant Conroy, inside of Bull's Island.

The steamer was discovered on shore, near Jack's Creek, about four miles from the entrance of Bull's Bay, but was soon safely got off. All of her officers and crew were on board (except the pilot and six men, who had gone to Charleston the evening previous), and, according to Lieutenant Commander Carpenter's report, rendered every assistance in getting her off. Lieutenant Conroy piloted the *Anglia* out of Bull's Bay and over the bar.

The *Anglia*, when captured, was almost out of coal, and was sent by Captain Godon, senior officer off Charleston, to this harbor to be supplied. She is the same vessel which attempted, on the night of the 19th of September last, to enter Charleston harbor by Sanford's channel; but was headed off, though she succeeded in escaping in the darkness. I shall dispatch both these steamers North as soon as practicable.

Before closing this dispatch, I cannot forbear calling the attention of the Department to the energy and activity displayed on all occasions by Acting Volunteer Lieutenant Conroy, of the *Restless*.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Oct. 30th, 1862.

Commander M. WOODHULL, United States Ship
Cimerone, St. John's :

SIR :—I learn from Fernandina that two schooners are loading with cotton and turpentine, at Nassau, Florida. At high water there is from nine and one-half to ten feet of water, but not more. There was a battery there, which was abandoned when we captured Fernandina; if vessels are loading, they may have put up some work to protect them.

Will you please send the Hale to examine into this, feeling her way, and capture the schooners.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Oct. 31st, 1862.

United States Prize Commissioners, New York :

GENTLEMEN :—I have to report to you the capture of the British steamer Anglia, from Nassau, on the 27th inst., at Bull's Bay, for violating the blockade.

This steamer entered Bull's Bay on the 26th, passing the armed sailing barque Restless, which, on account of the wind, could not intercept her. She grounded, however, after entering; and on the next day Commander Strong, of the United States ship Flag, sent in four boats, under the command of Lieutenant Commander Charles C. Carpenter, the executive officer of that ship, and Acting Volunteer Lieutenant E. Conroy, commanding the Restless. They found the

Anglia ashore, about four miles from the entrance of Bull's Bay, but succeeded, in a short time, in getting her off safely.

Being out of coal, the steamer was brought to this port; and I now send her to New York for adjudication, under charge of Lieutenant Commander Carpenter, who will deliver to you this communication, and the papers found on board, and will give the necessary evidence as to her capture. Acting Master Griswold will also give his testimony in the case.

The captain, second engineer, third engineer, the storekeeper, carpenter, and twelve of the crew, go North in the prize. The rest of the crew, nineteen in number, go North in the United States ship Florida.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 1st, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR: — The Florida came into port a few days ago, and has been repaired sufficiently to enable her to go to New York, where her machinery awaits her.

She sailed this morning, with invalids and crews of prizes.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 1st, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR :—I have the honor to enclose an appraisalment of the yacht America, the circumstances of the raising of which vessel, in the St. John's river, where she had been sunk by the rebels, have been previously communicated to the Department.

As I have sent the America to New York for repairs, I concluded it proper to have this appraisalment made before she sailed.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 1st, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR :—I have the honor to enclose the report of Commander C. Steedman, of the Paul Jones, detailing the movements of the gunboats placed under his charge in an expedition undertaken to destroy the railroad bridge near Pocotaligo.

This expedition was organized and partially carried out during my absence, though I was at Port Royal when the gunboats and troops returned.

As the Department will perceive by the report of Commander Steedman, as well as that of Lieutenant Lloyd Phenix, of the Wabash, our men behaved with their usual gallantry.

The only casualties were to the men of this ship, three of whom were wounded; one, Oscar Farenholt, seriously, and two, David Morrow and John Barnard, slightly. I enclose Fleet Surgeon Clymer's report.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 1st, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—Enclosed is the report of a board of officers on the condition of the quarters of the Patroon for officers and men.

Incidentally, I had heard complaints on this subject before; and the vessel being now in harbor, I ordered the above survey to ascertain whether the defects referred to could be remedied.

The Department will perceive by the report that, in the opinion of the board, there is no remedy for the evils complained of, and that she is totally unfit for the service in which she is employed.

In this view I am, from my own knowledge, forced to concur; and though the Patroon, from her light draft, would be under other circumstances a useful vessel in my squadron, yet, as the Department is aware, discomforts of this nature, after a certain length of time, produce discontent, and demoralize men and officers. I have therefore deemed it best to send her to New York, under Acting Master W. D. Uraim, directing him to report his arrival to the Department in writing.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Oct. 2d, 1862.

Brigadier-General SAXTON, Military Governor,
South Carolina:

GENERAL:—I received this morning a dispatch from the senior officer at Georgetown, in which he informs me that he has two hundred and fifty contrabands under his charge, very destitute of clothing, and others coming in every day.

I regret I cannot offer you any assistance in the way of transportation. I have directed Commander Duncan to supply such with clothing as are absolutely suffering for want of it.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 3d, 1862.

Lieutenant Commander J. G. MAXWELL, United States
Ship Pawnee:

SIR:—As soon as you are ready you will please proceed with the Pawnee, under your command, to Philadelphia, and on your arrival there you will report yourself to the commandant of the yard, and through him to the Secretary of the Navy.

The Pawnee has been a long time out, and I now send her North that the vessel may undergo repairs, and the officers and crew take some relaxation.

I take this occasion to express my satisfaction at the manner in which you have commanded the Pawnee since Captain Drayton left her.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 3d, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have to inform you that I am dispatching this day the Pawnee to Philadelphia, where she was built and her machinery made.

The Pawnee has been longer on duty here, without going North, than any vessel in my squadron, and during this time has been occupying stations very trying to the health, rendering a change desirable to her crew and officers.

This steamer, under her zealous and efficient commander, Captain P. Drayton, with her light draft, and heavy armament, has been invaluable in our operations on the coast, as well as in holding the inland waters. She returns under her Lieutenant Commander J. G. Maxwell, who succeeded to the command on Captain Drayton going North, and who has been attached to her during her entire cruise.

I may also mention that Lientenants Weidman and Samson, though more recently attached to her, have both served in the squadron since its organization, and did not return to the North in the vessels to which they were originally attached.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 6th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—The Western World, perforated by worms, and otherwise injured, must be dispatched North at once, or will soon be beyond the reach of repairs.

I have to enclose reports of an unsatisfactory character, as to the state of discipline on board of her, similar to those of several of the vessels of this squadron in like circumstances; such as the *Gem of the Sea*; the *Onward*, temporarily; the *Uncas* and *Patroon*.

The Department has been advised by me as to the foundation of these difficulties, as a general rule; the exigencies of the public service not allowing even one regular officer in their complement. Some of the commanding officers have not the faculty of controlling those under them, and among the latter are many officers who are ignorant and insubordinate in spirit.

By directing the senior officers of divisions present to investigate such matters, changing commanding officers, and removing refractory sailors, I have done all in my power to meet the evil. Investigations by courts of inquiry, and trials by courts-martial, when the latter have been authorized, involve serious detriment to the public service, by detaining ships for members and witnesses, and weakening the blockade.

As the *Western World* goes North, the Department can take such action as it may deem fit in the matter of the enclosed reports.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 7th, 1862.

Brigadier-General J. M. BRANNAN, Commanding
Department of the South:

GENERAL:—I have the honor to acknowledge the receipt of your communication, of the 5th inst, enclosing an extract from your report of the recent expedition to Pocotaligo bridge.

Please accept my thanks for the kind manner in which you have spoken of the officers in my squadron who accompanied you in that expedition.

I am glad to find that the same cordiality existed on that occasion, between the two branches of the service, as has heretofore been invariably the case in this Department.

Respectfully, etc.,
S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 7th, 1862.

Brigadier-General BRANNAN, Commanding
Department of the South:

GENERAL:—In reply to your communication of the 5th inst., referring to the one-hundred-pounder Parrott gun now on the Vermont, left here by the Pawnee, I take pleasure in saying that the gun, with ammunition, is at your service, and will be delivered to you whenever you have an opportunity to send for it.

I am, General, etc.,
S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 8th, 1862.

United States Prize Commissioners,
New York:

GENTLEMEN:—I have to report to you the capture on the 24th ult. of the British steamer Scotia, by the United States barque Restless, Acting Volunteer Lieutenant E. Conroy commanding, at Bull's Bay.

The steamer was discovered at daylight, standing towards Bull's Island. Acting Volunteer Lieutenant Conroy immediately got under way with his vessel, and at the same time sent two armed boats to the leeward of the steamer, which forced her to run ashore. He then ran in with the Restless to cut her off, and keep her from running out should she get off before the boats could reach her.

When the boats got alongside it was discovered that the captain (an old offender, named Libby), with a gentleman and lady (passengers), had left the steamer in an open boat. The crew were in a state of intoxication, so that they became almost unmanageable, and Lieutenant Conroy ordered them to be transferred on board the Restless and put in irons.

Acting Volunteer Lieutenant Conroy did not succeed in getting her off until the morning of the 26th, during which time he was obliged to anchor the Restless within gunshot of the prize, to protect her, and at low tide his own vessel touched bottom several times, but without sustaining material injury. He reports the loss by drowning of John Martin (S.), of the Restless, and a fireman of the Scotia, in consequence of the swamping of a boat in trying to get out a hawser.

The machinery of the Scotia having sustained some

injury, she was sent to Port Royal in charge of Acting Master J. B. Rodgers, of the *Restless*, for repairs before going North.

She proceeds to New York to-day under charge of the acting master, who will deliver to you this communication and the papers of the prize (which were all that were found on board), and will furnish the necessary evidence.

The chief mate, Hines (the captain having escaped, as above mentioned), two assistant engineers, and eleven of the crew, go North in her. The rest of the officers and crew were sent to New York a few days ago in the United States ship *Florida*.

Eight of the prize crew continue to do duty as firemen.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., Nov. 10th, 1862.

Acting Volunteer Lieutenant E. CONROY, Commanding
United States Bark *Restless*:

SIR:—I take great pleasure in acknowledging the receipt of your communications referring to the capture of the steamers *Scotia* and *Anglia*.

Both these vessels I sent to New York for adjudication. The engineers of the *Scotia* were paid for bringing the steamer to this port; but they subsequently refused to do duty in taking her to New York.

I must also acknowledge your communication of —, giving a list of vessels taken and destroyed by the *Restless*, under your command; a list which suffi-

ciently evidences the activity and energy ever exhibited by you.

Your letter of the 5th inst., enclosing the report of Acting Master's Mate J. J. Russell, detailing the circumstances of the capture of the postman and the mail-bags, has been duly received. This officer certainly deserves great credit for the manner in which he carried out your orders; and I have shown my appreciation of his zeal by appointing him an acting ensign from the 5th of November. The two contrabands who went with him are also, I think, deserving of an advanced rate.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 11th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—The Department is aware that in the expedition of the *St. John's*, in October last, the army and navy forces combined captured the rebel steamer *Governor Milton*. Like the *Darlington* and *Planter*, she uses wood for fuel, and is therefore of very little use to the navy.

General Brannan desired to employ her for the army; and asked that I would have her carefully appraised.

This was done by a board of efficient officers, and I enclose this report, in which she was valued, at two thousand dollars.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 11th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the honor to report to the Department the capture of the postman, with two mail-bags, on the route between Charleston and the Santee, through the energy and enterprise of Acting Volunteer Lieutenant E. Conroy, of the United States barque *Restless*.

Lieutenant Conroy having received information as to the time when the carrier of the mails would pass, and considering that valuable documents might be intercepted, sent Acting Master's Mate Jas. J. Russell, with two contrabands, on shore in a small boat.

Enclosed is a copy of the report of that officer of the circumstances of the capture, in which he seems to have displayed discretion as well as determination; and being well recommended in other respects, I have made him an acting ensign, subject to the approval of the Department.

The mail-bags contained a number of letters and a few papers; of the former, few were of any interest, and none conveyed information of particular value to us.

I have enclosed them all to the Department in two separate envelopes; one containing the only letters which I consider of interest.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 12th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have to report another of my steamers broken down, the Wamsutta. I send her to New York.

Her engine is so much in need of repair which can not be made here, that she must be towed North ; and as the Connecticut has just arrived from the Gulf, I have directed Lieutenant Commander Haxton to take her in tow.

Respectfully, etc.,
S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 12th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have received a report from Commander M. Woodhull, senior officer in St. John's, in which, after saying that everything was quiet, he refers to numerous salt works along the coast, south of the St. John's, which could be destroyed by light-draft vessels.

I am desirous to have the wishes of the Department on this subject before taking action.

I may add that large quantities of excellent timber, suitable for ships' decks, were discovered in Nassau river by Lieutenant Snell, of the Hale, who also captured a small pilot schooner in the same locality. By chartering empty coal vessels much of this timber

could be removed; it will, however, have to be done by the aid of gunboats, but by the breaking down of the Hale, Patroon, Wamsutta, and Western World, I am much crippled for vessels of light draft.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 13th, 1862.

Lieutenant A. T. SNELL, United States Ship
E. B. Hale:

SIR:—You will proceed to Philadelphia with the steamer E. B. Hale, under your command, and report to Commodore Pendergrast, commandant of the naval station, and through him to the Honorable Secretary of the Navy.

You will prepare such statements of the *most pressing* repairs and wants required for the Hale, as may facilitate the examination of the surveying officers, and expedite her refitment.

I avail myself of this occasion to express my warm commendation of your whole conduct on this station, whether while serving on the Pawnee, in her varied and effective service, or as the commander of the Hale, in important operations on the coast of Florida, ending, as they did, by entering the Nassau Inlet and capturing the rebel schooner Wave within a few days.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 13th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—The steamer E. B. Hale must be sent North to be coppered. She has been a most useful vessel on this station, and as she requires little else, I would thank the Department to have her sent back in the least possible time, for she is much wanted. I am only induced to send her from an apprehension that if she grounded, we might lose her, owing to the condition of her bottom, together with the danger of sending her North at a later season.

Respectfully, etc.,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 14th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the honor to inform the Department that the United States ship E. B. Hale, on the 4th inst., in the Nassau river, captured the schooner Wave, loaded with turpentine and cotton. No one was found on board. No papers.

I have transhipped her cargo (the Wave being too small to send North), to the schooner Governor Burton, bound to Philadelphia.

May I request the Department to direct the navy agent at Philadelphia to pay the freight on the same, in accordance with the terms of the enclosed bill of lading.

Enclosed is a muster roll of the officers and crew of the E. B. Hale.

Respectfully, etc.,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 14th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—On my return from the North I found a dispatch from the Department, of the 9th of October, relating to two Creole boys, who were reported to have been kidnapped off the Bahamas, in April, 1861, by the captain of an American barque called the Hebe. Their names were John Stirrup and ——— Edwards; the former nineteen or twenty years of age.

The cases alluded to above had come to my knowledge before. The two boys were kidnapped from Nassau by a rebel merchant captain, who had inveigled two other blacks on board of his vessel, but who jumped overboard and swam to the shore. The two referred to were sold as slaves, at Fernandina; and when that place was captured by our forces, they were found on board the rebel steamer Darlington, employed in the military service of the rebel government. Of course they were free from that hour; and, with the rest of the colored crew, entered into the service of the United States, under wages, and served in the Darlington until that vessel was transferred to the army, when they were discharged.

At present I cannot say where the parties referred to are, but my impression is that they are in the employ of Brigadier-General Saxton, the military governor of South Carolina.

I may add, in closing, that they have never expressed any desire to be sent to Nassau or to the North.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 15th, 1862.

Captain S. W. GODON, United States Ship
Powhatan :

SIR:— You will please proceed, when ready, with the Powhatan, under your command, off Charleston, and resume the direction of the blockade of that important point, as senior officer.

Your full experience of this duty leaves me no special instructions to give. It is left to your judgment to have two vessels under way, outside of your line, or not. I would recommend in the former case some particular understanding as to the signals to be made by such vessels to those inside.

Wishing you good weather, I am respectfully, etc.,
S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 15th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:— I have the honor to report the following positions of the blockading vessels of this squadron:

At Georgetown, steamer Sebago.

Off Bull's Bay, United States barque Restless.

Off Charleston, steamers Powhatan, Housatonic, Mercedita, South Carolina, Quaker City, Keystone State, Bienville, Flag, Marblehead, Flambeau, Ottawa, Seneca, Memphis, and schooners G. W. Blunt and Para.

In Stono river, United States steamer Isaac Smith.

In North Edisto, United States steamer Unadilla.

In St. Helena Sound, United States steamer Norwich, and United States ship Shepherd Knapp.

In Wassaw Sound, United States steamer Cone-maugh.

In Ossebaw Sound, steamers Wissahickon, Dawn, and mortar schooner C. P. Williams.

In St. Catherine's, Sapelo, and St. Simon's, steamers Paul Jones, Potomska, Madgie, and United States barque Braziliera.

In St. Andrew's, United States barque Midnight.

At Fernandina, United States ship Mohawk.

In St. John's river, steamers Cimerone and Uncas.

In Port Royal (most of which are undergoing repairs or taking in supplies), Wabash, Canandaigua, Vandalia, Water Witch, Vermont, Hale, Fernandina, Hope, Petit, Norfolk packet (mortar schooner), and Rescue.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 17th, 1862.

Commander M. B. WOOLSEY, United States Ship
Vandalia:

SIR:—You will proceed with the Vandalia, under your command, when ready for sea, and cruise on the coast, on the outside blockade, in reference to which you have the official instructions, and give general protection to our commerce.

You are advised that I have a further object in sending out the Vandalia: that she may be a school of practice for the graduating class of midshipmen, now promoted in this squadron, and others who have

had very limited opportunities of seeing sea service. You will aid in this object all in your power, returning to this port in two weeks; say 1st of December.

You may call off the port within signal distance, if it becomes convenient to do so.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 18th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the honor to supply an omission in my dispatch to the Department of the 14th inst., referring to the two negroes, Edwards and Stirrup.

My attention was called in June last by Judge Burritt, of Florida, to the kidnapper Clark, the rebel merchant captain, and I accordingly addressed the following letter to Lieutenant Commanding A. G. Clary, who, with the *Dawn*, was stationed at Fernandina :

Flag Ship Wabash,
Port Royal Harbor, S. C., June 19th, 1862.

SIR:—The enclosed interesting memorandum is from Judge Burritt, of Jacksonville, Florida.

You will perceive the man Clark is represented to be in Fernandina. If this should be so, I wish this man arrested and placed in security until further orders, but not in irons.

You will, of course, address yourself to the military authority on shore to effect this, and say to Colonel Rich that since getting the within information I have not had time to procure from General Hunter the order in due form, but I will be responsible, if need be, for any act of his in the premises.

Respectfully, etc.,

S. F. DU PONT,

Flag Officer.

To which I received the following reply:

United States Gunboat Dawn,
Fernandina, Fla., June 27th, 1862.

SIR:—I am in receipt of your communication of the 19th inst., enclosing a statement in reference to the free negro, John Stirrup, and his kidnapper, Fred. Clark, and your orders thereupon.

I have only to state in reply that this man Clark is not in Fernandina, nor has he resided here since its occupation by the Federal troops; so far as we can ascertain, he is with the rebels on the main,—one of the guerrilla party, beyond our reach at present.

Very respectfully,

A. G. CLARY,
Lieutenant Commanding, U. S. Navy.

Enclosed is also a copy of the memorandum of Judge Burritt.

Respectfully, etc.,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 18th, 1862.

United States Prize Commissioners,
New York:

GENTLEMEN:—I have the honor to report the capture of the British steam propeller Ouachita, on the 14th of October, by the United States steamer Memphis, on her way to join this squadron. The circumstances attending the capture are as follows:—

On the morning of the 14th of October, at daylight, latitude $30^{\circ} 3'$ north, and longitude $77^{\circ} 26'$ west, a steamer was discovered standing to the westward. The Memphis was headed for her immediately; whereupon the stranger altered her course, and stood off

to the eastward. Chase was made, all sail being put upon the Memphis. The steamer altered her course a point or two several times, evidently trying her most favorable sailing point; finally she settled on dead before the wind, and hoisted a large square-sail yard, setting the sail. From 6.30 a. m. until 3.30 p. m., the chase continued; during this period the Memphis passed a large box or bale floating in the wake of the steamer. Finding that she was probably in range of the rifled gun, a shot was fired off her port side; to this no attention was paid. In the course of a few minutes another was fired on her starboard hand, and another interval passed, somewhat shorter than the first, when she hove to, and hoisted an English ensign.

When boarded, the only papers found on board were a clearance, certificate of registry, muster-roll, and log-book; and in addition, in the captain's desk, two letters and a memorandum; all of which will be delivered to you by Acting Master Grit, who has charge of the prize.

By the above papers her cargo is said to have consisted of two hundred and forty-two cases of merchandise; but none were found on board. One of the crew, Edward Young, stated to Acting Lieutenant Watmough and others, that, "At nine a. m. of the day we were caught, we got orders to throw overboard the cargo; and we were at work until two p. m. throwing it overboard. The cargo consisted mainly of cases from five to six feet long, fitted with rope becketts, and weighing from three to four hundred-weight." Also, that "after you had fired the first shot we had put rosin or varnish into the furnaces, which caused the boilers to leak. We were kept supplied with liquor, and were so drunk we hardly knew what we were doing."

The boarding officer found most of the crew very drunk.

The log shows the general course to have been westward, — off a course for her pretended port of destination, Havana.

The prize being out of coal, and her boilers strained, the Memphis took her in tow and brought her to Port Royal. Her machinery has been repaired, and I now send her to New York for adjudication.

The mate, Hiram Parrish, the carpenter, George Delalze, the steward, David Whetham, and the cook, Thomas Burgess, of the prize, go home in her. The master and the rest of the crew were sent on the 12th inst. to New York, in the Wamsutta. The master was not retained to go in the prize, as it would not have been safe to permit him to do so unless placed in irons.

Acting Master's Mate John M. Moore, of the Memphis, goes home in the Ouachita, and will give all necessary evidence in reference to her capture.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 20th, 1862.

Lieutenant Commander A. R. HUGHES, United States
Ship Mohawk:

SIR:— I am in receipt of your communication of the 11th inst., giving some details of an expedition to St. Mary's, though I could not quite make out from your dispatch the object of it.

In reference to the destruction of the saw-mill,

as mentioned by you, it is my desire to avoid destroying private property, unless used for pickets or guard stations, and other military purposes. Of course, if fired upon from any place, it is your duty, if possible, to destroy it.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 20th, 1862.

Commander M. WOODHULL, United States Ship
Cimerone, St. John's:

SIR:—I take pleasure in acknowledging your several communications of November 3d, 7th, November not dated, and November 14th, reporting the condition of things in St. John's river, the expedition to Wasaw river by the Hale, and referring to the salt works south of St. John's, etc., and commend your zeal and energy.

I have called the attention of the Department, in consequence of your letters, to the matter of destruction of salt works, and await instructions.

By the last mail the Department has informed me that the Cimerone is to be permanently attached to this squadron. As soon as I can relieve you, the Cimerone will return to Port Royal for such repairs as our means will enable us to make.

The Water Witch has orders to supply you with all the provisions she can spare.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 20th, 1862.

Commander CHAS. STEEDMAN, United States Ship
Paul Jones, St. Simon's:

SIR:—I take great pleasure in acknowledging your report of the movements of gunboats placed under your command in the Pocotaligo expedition.

I forwarded it to the Department immediately, with a dispatch.

I also take pleasure in enclosing an extract from Brigadier-General Brannan's report, which he forwarded to me previous to its publication, a copy of his letter, and my reply.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 25th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the honor to report to the Department that on the night of the 5th inst. a steamer attempted to run the blockade of Charleston by Maffitt's channel. She was first discovered by the Blunt, about ten minutes after ten, and was fired upon by that vessel, whose commanding officer at the same time gave the usual signal to the fleet. The Flag, hearing the guns and seeing the signal, stood in the direction indicated, and got sight of the steamer, and fired one shot at her, when she appeared to run seaward; but

a dense fog just at moment unfortunately shut her out from view. The Seneca, aroused by the previous signal, now also perceived the steamer and fired her rifled gun, when she turned short round and steered to the eastward, immediately after which, owing to the fog, she was lost sight of.

On the night of the 6th inst. a steamer again attempted to run the blockade by the same entrance, and was again discovered by the Blunt, which vessel she approached within three hundred yards, when a shell from the Blunt struck her, exploding on board. The steamer immediately turned to the northward and westward, and apparently ran aground on the shoal off Dewes Inlet, where, however, she remained for only a few minutes, in which time Acting Master Beers, the commanding officer of the Blunt, fired three more shells at her, sending also a boat to board her; but she succeeded in getting off, and steering seaward, disappeared in the darkness. The report of Acting Master Beers described her as a long, low side-wheel steamer, about 700 tons, without spars.

There is reason to believe that the steamer last spoken of was the same that attempted to enter the previous night, on both of which occasions she was foiled, and the impression is that she has returned to Nassau, disabled.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 28th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the honor to call the attention of the Department to the enclosed copy of a letter addressed to Commander Corbin, of this ship.

The case which elicited Commander Corbin's letter to the Secretary of the Navy was that of a person who messed in the *steerage* of the Wabash, and not in the wardroom.

A commanding officer is frequently obliged to take on board his ship not only prisoners and passengers from captured vessels, but prisoners taken in naval expeditions on shore, rebel refugees seeking shelter from the enemy, and, under certain exigencies of the service, officers of the army.

In all these cases he is embarrassed in assigning such parties to the officers' messes, inasmuch as the gentlemen composing these messes supply their tables from their own private purses.

I would therefore respectfully submit that the order of the Department be extended so as to provide that in all cases where persons not in the navy are, from the necessities of the service, received on board of ships-of-war, and assigned by the commanding officers to *any* of the officers' messes, such mess be allowed for the subsistence of each person so assigned, as is the amount allowed for Atlantic coast pilots.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 21st, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have to inform the Department that on the Vandalia being released from guarding the quarantine station in this harbor, I had her prepared for sea, and have sent her on an outside blockading cruise between this coast and the Gulf Stream.

I placed on board of her all the graduates of the Academy in the squadron that I could spare for the moment, as they have seen so little sea service; they having, to their credit, expressed the most earnest desire to be permitted to avail themselves of such means of practical instruction.

I have directed Commander Woolsey to keep manœuvring the ship, and to make the best use of the brief period allotted to carry out this object. I expect her back on December 1st.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

(Confidential.)

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 23d, 1862.

Commander REED WERDEN, United States Ship
Conemaugh:

SIR:—I have seen to-day the two contrabands brought up by the Darlington. I learn the one who knows about the rebel ram or iron-clad Fingal you put on board the Water Witch, which steamer I hope will be here in a day or two; but I avail myself of

this opportunity to say that I consider the *Conemaugh*, formidable as she is, no match for an iron-clad vessel roofed over.

If therefore she should attempt to come down to Wassaw, by Wilmington river, etc., to attack you, I would recommend your getting to sea, where, if she followed you, though still at great disadvantage, you could have room to manage your vessel and to avail yourself of her speed.

I recommend therefore that you have the *Wassaw* bar carefully buoyed, and I send Acting Master Mattair (pilot) to assist you in this matter.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., Nov. 25th, 1862.

J. LENTHAL, Chief Bureau of Construction and Repair,
Washington :

SIR:—I have received your communication of the 13th inst., in reference to the *Cimerone*; and herewith enclose a survey held on that steamer, on the 13th of September, just after her arrival here, on her way to join Acting Rear Admiral Wilkes' squadron.

The vessel not being in a condition to carry out her original orders, and having use for her powerful armament in the St. John's river, I sent her there, after some repairs which were absolutely necessary to enable her even to perform inside blockade duty, where she has since remained.

You will perceive, by the report of the board, that her machinery was in good running order, though

its efficiency might be affected by the working and straining of the parts of the vessel to which it was attached.

On the 16th of October, during my absence North, Commander Woodhull, in a dispatch to Captain Godon, senior officer, wrote as follows :

"Since she has been in this locality she has very much increased her disability; the heavy firing and long continued use of her guns have materially shaken her, and now she shows her weakness much more than ever before.

"The engine frame has considerably more spread, and the same may be said of her hull. This fact is no longer a surmise, but its actuality is evident by the loosening of all her carlins and ledges amidships."

On the 3d inst., in a communication to me, he says, "The engines of the Cimerone are daily becoming less trustworthy, and the critical condition of the frame is more manifest. I really think she should have the proper repairs made without further delay. Also, the heavy and long continued firing of guns, in our late operations at St. John's Bluff, has increased her inherent weakness of hull. She requires and ought to be strengthened thoroughly, and her rudder enlarged and altered, to make her an efficient vessel."

In accordance with your request I will, as soon as the Cimerone returns to Port Royal, forward a special report from the chief engineer in regard to the condition of her machinery.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 26th, 1862.

Brigadier-General R. SAXTON,
Beaufort, South Carolina:

GENERAL:—I beg to call your attention to the colonies in the Department of the South.

There are at present sixty contrabands on North Island, near Georgetown.

There are nearly one hundred colonists on an island in the St. John's river, under the protection of our gunboats, but of this number there are a good many white persons, refugees. Commander Woodhull, of the Cimerone, in his last communication, writes as follows:—

“The colony at Pilot Town now contains nearly one hundred men, women, and children, white and black, and the number is gradually on the increase. Every fresh arrival brings the information that desertions are of daily occurrence among the Florida troops.

“As you are aware, there are no means of support for the people on the island save what is obtained from the vessels in the river, and I am consequently compelled to furnish food to them.”

These colonists are all much in want of food and clothing, the latter of which it is entirely out of my power to supply. I have been doing the former out of my limited means from the gunboats. These poor people cannot be allowed to starve. I should be glad to hear from you in reference to this matter at your earliest convenience.

I am, General, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 28th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the honor to call the attention of the Department to the case of Samuel Burrows.

He was taken on board the prize steamer Scotia, and acknowledges that he is a Charleston pilot. I send him to New York in the Courier.

He has given the enclosed parole of honor, and I am free to say that he has favorably impressed me.

I have written to Rear Admiral Paulding to detain him, as well as the persons referred to in my dispatch of this date, taken on board the prize schooner Annie Dees, until further orders from the Department.

Respectfully, etc.,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 28th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the honor to report the capture of the rebel schooner Annie Dees, by the United States gunboat Seneca, on the evening of the 7th inst., attempting to run the blockade out of Charleston.

No papers were found on board. The master, Thomas Bennett, acknowledges that he threw them overboard in obedience to orders from the owners in Charleston.

The schooner, being considered unseaworthy, was sent to this port. I ordered a survey upon her, and herewith enclose the report, wherein the schooner is

declared unfit to proceed North, and her value appraised at \$500. Her cargo, consisting of one hundred and twenty-five barrels of turpentine and sixty-eight barrels of rosin, has been transhipped to the United States store-ship *Courier*, which sails to-morrow for New York.

The master and crew go in the *Courier*, as also three persons, viz., John M. Murrey, James Egal (or Egan), and Arthur Erving (or Ervin), calling themselves passengers.

The three persons last named, as also one of the crew, viz., William Lamberton, who were sent to this port in the *Housatonic*, are suspected, from their conversation when on board of that vessel, of being Charleston pilots. Pencil sketches of the coast in the neighborhood of Lawford's channel were found in pocket-books belonging to some of these men.

I recommend, for reasons previously stated, that these men be closely scrutinized, and if necessary confined.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., Dec. 1st, 1862.

Lieutenant Commanding W. D. WHITING, United States
Ship *Ottawa*:

SIR:—You will please proceed with the *Ottawa*, under your command, to Stono, and take charge of those waters.

You will make such reconnoissance as will enable you to ascertain the position of the rebel batteries,

without however exposing your vessels to unnecessary risk. I desire particularly to know whether any guns have been put in position below Fort Pemberton.

Acting Lieutenant Conover, of the *Isaac Smith*, who has been in Stono for some time, will be able to give you valuable information.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship *Wabash*,
Port Royal Harbor, S.C., Dec. 1st, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the honor to report the following positions of the blockading vessels of this squadron:—

At Georgetown, United States steamer *Sebago*.

Off Bull's Bay, United States barque *Restless*.

Off Charleston, United States steamers *Powhatan*, *Canandaigua*, *Mercedita*, South Carolina, *Quaker City*, *Keystone State*, *Bienville*, *Norwich*, *Marblehead*, *Huron*, *Flambeau*, *Memphis*, and *Stettin*, and schooners *G. W. Blunt* and *Para*.

Stono Inlet, United States gunboats *Ottawa*, *Seneca*, and *Isaac Smith*.

North Edisto, United States gunboat *Unadilla*.

St. Helena Sound, United States barque *Fernandina*.

Wassaw Inlet, United States steamer *Conemaugh*.

Ossebau Sound, United States steamers *Wissahickon* and *Dawn*, and mortar schooner *C. P. Williams*.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's Sounds, United States steamers *Paul Jones*, *Potomska*, *Madgie*, United States barque *Braziliera*, and mortar schooner *Norfolk Packet*.

St. Andrew's Sound, United States barque Midnight.
Fernandina, United States steamer Mohawk.

St. John's river, United States steamers Cimerone
and Uncas.

In Port Royal, most of them undergoing repairs
and taking in supplies, United States steamers Wabash,
Vermont, Flag, Housatonic, E. B. Hale, and tugs Pettit
and Rescue.

The United States steamer Water Witch and United
States schooner Hope are used as dispatch boats.

The United States coast surveying steamer Bibb,
which arrived here on the 27th day of November, is
engaged in buoying the harbors.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 2d, 1862.

Commander M. B. WOOLSEY, United States Ship
Vandalia:

SIR:— Having, with the Vandalia, under your command, executed successfully my orders of the 17th of November, in cruising off the coast, I have to direct that you will repeat the services then rendered, receiving on board such officers as I have ordered to report to you, who could not be spared for the first cruise.

You will proceed at once off Charleston and receive on board Lieutenant Higginson, from the Powhatan, and Acting Master Smith, from the Flambeau, whose orders have been delivered to you, returning

these two gentlemen to their respective vessels before returning to this anchorage.

You will remain two weeks, not longer, and communicate with this port from outside, when you may deem fit.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 6th, 1862.

Acting Volunteer Lieutenant E. CONROY, late of United States
Barque Restless :

SIR:—In my several reports to the Honorable Secretary of the Navy, speaking of the services of the Restless, I have not failed to notice the zeal, intelligence, and spirit which you have ever manifested in the discharge of your duties as her commander, and as you are about to leave the squadron, I take pleasure in expressing the same to yourself.

You have doubtless been detached for the purpose of being given a higher command. I can not better convey my appreciation of your services as an officer, and of your bearing as a gentleman, than by saying that I shall be much pleased if you should be ordered again to this squadron.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Nov. 26th, 1862.

Acting Master M. DIGARD, *et als.*, United States
Ship Restless:

GENTLEMEN:—I have received your letter of the 22d of November, a letter which has caused very much surprise.

I should have thought, notwithstanding the limited period you have been in the navy, that you would have acquired ere this some knowledge of its organization and discipline.

If I were not satisfied that you have erred through ignorance, I should detach every one of you, and request your dismissal from the service. What right have you to complain of the detachment of your commander if the Government thinks proper to order him elsewhere? You were not granted your appointments to serve with any particular officer or ship.

You further state that you cannot "fully appreciate another commander, no matter who he may be." I desire to give you timely and kindly caution on this point, for if I hear of any insubordination springing from the spirit of this remark, I shall not overlook it.

What makes your letter the more extraordinary is that three out of the six signers have but recently joined the Restless, of whom Acting Ensigns Eason and Hicks and Acting Ensign Russell were promoted by me in this squadron. When I deem it necessary to send the Restless home I shall do so, but I again caution you, with no unkind feelings towards you, but as due to the public service, that if I hear of any

just cause of complaint from your new commander, none of you will be permitted to return in her.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

To Acting Master M. DIGARD, Acting Assistant Surgeon J. B. CALKINS, Acting Ensigns H. EASON, C. N. HICKS, and J. J. RUSSELL, and Acting Master's Mate J. W. MACKIE, United States Ship Restless.

Flag Ship Wabash,

Port Royal Harbor, S. C., Dec. 8th, 1862.

Acting Master M. DIGARD, *et als.*, United States
Ship Restless :

GENTLEMEN:—I have received your joint letter of December 1st, and am pleased to find that my understanding of the scope and import of your previous communication was not in accordance with your own meaning and intentions.

So far as the commendation of your late commander went, and your regret at his leaving the Restless, I deem them creditable to you and him, and your explanations on the other points I am happy to say are entirely satisfactory.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 8th, 1862.

Assistant Acting Surgeon J. B. CALKINS, United States
Ship Restless:

SIR:— My official communication to the officers of the Restless, of this date, in reply to theirs of December 1st, in which your name is included, accepts as full and satisfactory their explanation of the matter in question.

I have therefore only to acknowledge the receipt of yours of 1st of December, and express my commendation of the excellent spirit which prompted it.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 10th, 1862.

J. LENTHAL, Chief Bureau of Construction and Repair:

SIR:— The ferry-boat John Adams arrived here yesterday in safety, and I have given to the captain, H. Cumminsky, receipts in duplicate in the following form:—

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 11th, 1862.

I hereby state that the ferry-boat John Adams has arrived safely at Port Royal, and been received by me for the public service.

S. F. DU PONT,

Rear Admiral.

By the terms of the Bureau's instructions to Commodore Montgomery, a copy of which he sent me, the

vessel was to be delivered in complete order in every respect at Port Royal, at the expense and risk of the owners.

The captain claimed that she was purchased as she stood for \$36,000, and presented bills to the amount of \$2,100 for extras or equipments necessary to make the voyage to Port Royal.

I at first refused to have anything to do with these charges, but finally concluded to keep such fixtures and other articles as contributed to the efficiency of the vessel, nearly all of which would have to be procured by us.

These amounted to \$1,299.26, and I have sent copies of the bills in the enclosed communication to Commodore Montgomery.

It is for the Bureau to decide upon their payment.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 10th, 1862.

Rear Admiral W. B. SHUBRICK, Chairman
Light-House Board:

SIR:—I desire to call the attention of the Light-House Board to our wants on this coast.

Holding so large a portion of it by *inside* blockade, the sounds, inlets, and rivers where they exist, require constant intercommunication with the squadron depot at Port Royal.

As the Bureau is aware, the bars are shallow, the approaches difficult and dangerous. With the supply

of buoys sent out last winter, we did the best we could, through the assistance of Mr. Boutelle, assistant in the Coast Survey, in placing them where most wanted, but many have disappeared and require renewing, and a greater number are necessary.

I respectfully suggest that a supply should be sent out, with an *organized buoy tender*.

I can call upon Mr. Boutelle, who is ever ready to assist us, to ascertain the points to be buoyed, and see to the proper placing of the buoys, but I cannot expect that he should perform the operation of mooring them himself, nor is his vessel suitable for the purpose.

I feel it my duty to urge, respectfully, that the board should extend its supervision again to the aids to navigation on this coast, so far as the circumstances of the case will admit.

I report in another communication that the crew of the light-vessel is in a state of mutiny. The vessel is also short of oil. I need hardly say to the board that I give all the time and attention I can to these matters, but they are not in a satisfactory state.

I am, Admiral, respectfully, etc.,

S. F. DU PONT.

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 10th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—Enclosed is a survey on the United States ship *Bienville*, in consequence of which I am reluctantly obliged to send her North, there being no means of repairing her here.

May I ask the Department to give instructions to have the *Bienville* put in order as soon as possible, and send her back to this squadron.

She goes to New York.

She is the most important of all my ships for blockading duty.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., Dec. 11th, 1862.

Commander M. WOODHULL, United States Ship
Cimerone, St. John's :

SIR:—Your several interesting communications of December 1st, 3d, and 9th have been received to-day by the *Water Witch*.

Your course in reference to the destruction of boats on the *St. John's*, under the present circumstances, is approved; they were doubtless used by the guerillas in carrying on their predatory warfare, and, as such, it was right and proper to destroy them.

I have read carefully your dispatch of the 3d inst., referring to the treacherous conduct of a Mr. Benedict, the owner of the *Magnolia Springs*. If at the time of the occurrence Acting Master Watson had destroyed the property of this man, there would have been no ground of complaint, as his base conduct merited punishment; but as there is a possibility that he did not intentionally betray those who were trying to do him a kindness, I would not at the present time take any further steps in the destruction of his property.

I am dispatching a coal vessel to Fernandina, from which you can supply the Cimerone and the Uncas when necessary.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 11th, 1862.

Lieutenant Commander J. S. DAVIS, United States Ship
Wissahickon :

SIR:—The Water Witch arrived to-day, bringing Charles Cook and Michael Green. The former I shall probably employ as a pilot; the latter will be sent North.

I have considered the report of your engineer, and as soon as possible will relieve you at Ossebaw, so that the necessary repairs can be made to your vessel.

I take this occasion to acknowledge your letters of the 19th and 20th of November, referring to an engagement with the battery at Genesis Point, in which the Wissahickon accidentally received a shot, temporarily disabling her. I beg leave to commend your whole course in the matter, particularly in concealing so effectually from the enemy your injuries. Their official accounts make no mention of them.

I am glad to learn that you have buoyed the channel.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 13th, 1862.

J. LENTHAL, Chief Bureau of Construction and Repair,
Washington :

SIR :—I have the pleasure to forward to the Bureau the survey for a coal depot at Bay Point, in this harbor, beautifully executed by Mr. C. V. Boutelle, Assistant in the Coast Survey, on this station; also, to enclose a copy of his report on the same.

In reference to this report I have a suggestion to make, that the Bureau, in making contracts for the wharf, etc., will give as little lien as possible on the resources of the squadron to assist in the construction thereof, as all our means and appliances are stretched to their utmost capacity for our regular work.

The screw piles, though costing more at first, will save the procuring and transportation of the longer wooden ones, and soon pay for the excess in other ways.

Respectfully, etc.,
S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 15th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR :—I have the honor to inform the Department of the arrival here, on the 11th inst., of the United States gunboat Commodore McDonough, Lieutenant Commanding George Bacon.

She is a most valuable acquisition to this squadron.

Respectfully, etc.,
S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 16, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:— I have the honor to report the following positions of the blockading vessels of this squadron:—

At Georgetown, United States ship Sebago.

Off Bull's Bay, United States barque Restless.

Off Charleston, United States steamers Powhatan, Canandaigua, Housatonic, Flag, Flambeau, Quaker City, Keystone State, Marblehead, Huron, Memphis, Stettin, and schooners G. W. Blunt and Para.

Stono Inlet, United States steamers Ottawa, Seneca, and Isaac Smith.

North Edisto, United States ship South Carolina.

St. Helena, United States barque Fernandina.

Wassaw Sound, United States ship Conemaugh.

Ossebau, United States steamers Wissahickon, Dawn, and schooner C. P. Williams.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's Sounds, United States steamers Paul Jones, Potomska, Madgie, barque Braziliera, and schooner Norfolk Packet.

St. Andrew's, United States barque Midnight.

Fernandina, United States ship Mohawk.

St. John's River, United States steamers Cimerone and Uncas.

In Port Royal, most of them undergoing repairs and taking in supplies, United States ship Wabash, United States ship Vermont, United States steamers Mercedita, Norwich, Unadilla, Commodore McDonough, and tugs Dandelion, Daffodil, Pettit, and Rescue.

The Water Witch and Hope are used as dispatch boats. The Vandalia is out on the outside blockade.

Respectfully, etc.;

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,

Port Royal Harbor, S. C., Dec. 16th, 1862.

Acting Master W. R. BROWN, United States Barque

Restless :

SIR:—I have received your interesting report of an expedition with the boats of the Restless, under your command, undertaken to destroy certain salt works of the rebels back of Harbor creek.

I congratulate you on your success, and desire to express my commendation of yourself, and, through you, of the officers and men who took part in the affair.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,

Port Royal Harbor, S. C., Dec. 22d, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have to report the arrival yesterday of the barque Kingfisher, Acting Master Commanding Dutch.

I had this morning to sign large requisitions from her for stores in the various departments, canvas, rigging, etc., and although she left Boston this month,

the paymaster sent in requisitions for woolen clothing, including pea jackets, for the crew.

I think it is to be regretted that a vessel direct from the navy yard should have to be supplied immediately from our resources here, which resources must be necessarily limited. Some of her requirements we are unable to supply in any degree.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 29th, 1862.

Commander M. B. WOOLSEY, United States Ship
Vandalia :

SIR : — I have the pleasure to acknowledge the receipt of your very interesting report of the 22d inst., of the cruise of the Vandalia, under your command, under my orders of the 17th of November and the 2d of December. The object having been, while carrying on an outside line of blockade on the coast, to give at the same time the benefit of practical experience to the young officers of this squadron who have recently graduated from the Naval Academy, I desire to say that you have performed this interesting duty to my entire satisfaction.

The character of this coast at this inclement season, unusually boisterous while you were out, involving the care of a sailing-ship on a lee shore, in shoal water, both under way and at anchor, circumstances which you availed yourself of with skill and boldness, will have imparted experience to these gentlemen of the utmost value.

The chart showing the tracks of the *Vandalia* during this cruise, executed by yourself with so much skill as as a draftsman, has also been received. I purpose sending it with your report to the Navy Department, accompanied by a request to the Honorable Secretary that they may be forwarded to the Naval Academy, where both will doubtless be received with interest.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., Dec. 29th, 1862.

Commander M. B. WOOLSEY, United States Ship
Vandalia:

SIR:—As you are about proceeding North in the *Vandalia*, it is due to you to say that since you have been attached to this squadron, your earnest zeal in the execution of your duty has given me great satisfaction.

While commanding the *Ellen* during the operations in the Stono river, where that vessel rendered important services against the rebel batteries and forces, you received in Commander Drayton's dispatches, who was the senior officer present, warm commendation.

I should be much pleased to see you, in command of a steamer, return to this station.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Dec. 29th, 1862.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the honor to forward by Lieutenant Commanding Woolsey, of the *Vandalia*, his report of the cruises of the *Vandalia* off this coast, from November 27th to December 20th, together with a chart of the track of the ship, executed by himself, with great skill as a draughtsman.

I have before reported the double object of this cruise ; one of them was to give nautical experience to the young officers of this squadron, whom the necessities of the war have suddenly advanced to responsible positions, in some cases in advance of their regular graduation at the Naval Academy.

I am happy to say that this has been very successful, and among its most agreeable incidents has been the thorough appreciation by these young officers themselves of the opportunity thus afforded them of gaining professional experience.

It has occurred to me, if the Department approved of it, that the map and report of the cruise would be of some interest to the young men at the Naval Academy, and would be gladly received by Commodore Blake.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Jan. 1st, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the honor to report the following positions on blockade of the vessels of this squadron:

At Georgetown, United States steamer Sebago.

Off Bull's Bay, United States barque Restless.

Off Charleston, Powhatan, Canandaigua, Housatonic, Mercedita, Flag, Quaker City, Keystone State, Flambeau, Marblehead, Huron, Unadilla, Memphis, Stettin, schooners G. W. Blunt and Para.

Stono, Ottawa, Commodore McDonough and Isaac Smith.

North Edisto, South Carolina.

St. Helena, barque Kingfisher.

Wassaw, Conemaugh.

Ossebaw, Seneca, Dawn, and C. P. Williams.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's, Paul Jones, Potomska, Madgie, barque Brazili-
era, and schooner Norfolk Packet.

St. Andrew's, barque Midnight.

Fernandina, Mohawk.

St. John's, Norwich and Uncas.

Port Royal, part of them undergoing repairs and taking in provisions, Wabash, Vermont, Wissahickon, Fernandina, and tugs Dandelion, Daffodil, Pettit, and Rescue.

The Water Witch and Hope are used as dispatch boats.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Jan. 1st, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR : — Acting Assistant Paymaster A. W. Kelsey, of the Wissahickon, has been invalided by medical survey, and will be sent North by an early opportunity.

If the Department could appoint in his place a young gentleman who came out as a private in the expeditionary corps from patriotic motives, and who has been my clerk for more than eight months, I should deem it a favor, and I am certain the appointment would be worthily bestowed.

I can recommend him from my own close observation in every way. His conduct and character are irreproachable, and he has proved himself faithful and intelligent in the discharge of his duties in this ship. I shall miss his services considerably, but I deem it my duty thus to recommend him.

His name is James C. Vail; he is from Morristown, New Jersey, and is in his twenty-first year.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Jan. 8th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR : — I have the honor to inform the Department of an important capture made on the morning of the 4th inst., off Charleston.

About two o'clock, on the morning of the 4th, the Quaker City discovered a small sloop coming out from Charleston, and succeeded in taking her.

On boarding the vessel it proved to be the rebel sloop *Mercury*, bound for Nassau or Halifax, having on board Major Reid Saunders, son of George N. Saunders, formerly navy agent in New York, and now agent abroad for the Confederate Government.

He was on board under the assumed name of George Sheaver.

There was also taken a considerable mail, containing, in a tin box, dispatches from the Confederate Government to its ministers abroad, which I send in the condition in which they were delivered to me. There were, besides, numerous letters addressed to various parties, which are also herewith forwarded, and among them a communication addressed to the *London Times* for publication, to which I would call the attention of the Department.

But, as most important of all, I enclose herewith (marked No. 1), a letter in pencil from George N. Saunders to his son Reid, referring to iron-clad vessels of the former, and directing his son to impress upon Mr. Mason the absolute importance of hastening them forward, as the only thing that offers succor and relief; that Sinclair's and Bullock's steamer only preys upon commerce, but that more is wanted now, adding, "We want succor, or we must die."

Another letter (marked No. 2), is also enclosed, being the contract between Major Reid Saunders and the master of the *Mercury*.

I deem these dispatches of too much importance to trust to the mail, and I have therefore directed my flag lieutenant, S. W. Preston, to take charge of them in person.

Will the Department please see that he returns as soon as possible to this vessel?

Lieutenant Preston will explain in detail how the mail fell into our hands. Major Saunders, who had charge of it, thinks it was thrown overboard, and I submit that he should not be undeceived by the publication in our papers that the official dispatches were taken, as well as the ordinary mail. He is at present on the Powhatan. The captain, Harris, is here, and I thought it best that he should be sent North in the Blackstone, one of our own vessels.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Jan. 9th, 1863.

Captain S. W. GODON, United States Ship Powhatan,
Senior Officer, Charleston:

SIR:—Your interesting report of the capture of the sloop Mercury, on the 4th inst., has been received. The Hope arrived here, with the prize in tow, near midnight of the 7th.

After looking over the letter in pencil referred to particularly in your letter, and some of the other documents, I determined to send the captured mails by a special bearer of dispatches, not being willing to trust them to the ordinary mail, and accordingly ordered my flag, lieutenant Preston, to proceed at once to Washington in the Matanzas, which was to sail on the 8th inst.

The captain of the sloop, Harris, will be sent North in the United States store-ship Courier in a few days, and the rebel agent, Major Saunders, in the Blackstone.

Please to express to Commander Frailey my commendation of his vigilance in securing this important

prize. I approve of the precautions taken to prevent her capture being known in Charleston. I endeavored to keep the fact that the mail had been captured from the people on shore, so that Lieutenant Preston would be the first to inform the Department of it.

The Blunt leaves in the morning for your station, and I shall send the Ottawa from Stono to replace the Canandaigua, as it is of great importance that the latter vessel should proceed at once off Ossebaw.

Enclosed is an order to Captain Green.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Jan. 9th, 1863.

Commander R. WERDEN, United States Ship
Conemaugh, Wassaw :

SIR:—From a report received to-day, there is reason to believe that the Fingal is about attempting to reach the Ogeechee, either outside by Wassaw, or through the Romilly marshes, in order to aid the Nashville to escape. You will therefore be especially on your guard.

I have ordered the Canandaigua from Charleston, to lie off the bar at Ossebaw, to intercept the Nashville in the event of her escaping.

The Wissahickon leaves here on Tuesday for Ossebaw, to relieve the Seneca, which vessel will in turn relieve you.

I send your mails by the Daffodil.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Jan. 10th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—In forwarding the within communication (marked No. 1), from Commander Reynolds, I can add my testimony to that of the medical officers that he is at this time in the efficient discharge of his duties on board the Vermont. I am also cognizant of the fact that his retirement in 1855 was solely for the cause stated in his letter to the Department, and I take pleasure in saying that he is an officer of superior intelligence and great worth.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Jan. 13th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—In my communication of the 8th inst., I had the honor to report to the Department the capture of the rebel sloop Mercury, with important dispatches, which doubtless have already been delivered by Mr. Preston, my flag lieutenant.

The mate of the sloop, A. Y. Harris, I send to Hampton Roads in the steamer Blackstone, with orders to Acting Master Berry to transfer him to the flagship of Rear Admiral Lee, there to await the disposition of the Government.

Harris was formerly in the service, but when captured was a *private* in the Confederate army; at all events is so named in the enclosed pass (marked No 1), voluntarily placed in my hands.

I deemed it better to have him placed on board a vessel-of-war at the Roads than to send him to New York. Rear Admiral Lee has been advised of this arrangement.

Mr. Harris desires to call at the Navy Department. He thinks he can give important information which might secure the arrest or capture of George N. Saunders.

He has spoken here of the defences of Charleston, but his statements are wild, and frequently inconsistent.

Major Reid Saunders, or, as he calls himself, Geo. E. Sheaver (clerk), with two other persons, taken in the Mercury, will be sent North in the Courier.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Jan. 20th, 1863.

Commander J. L. WORDEN, United States Ship
Montauk, Port Royal:

SIR:—The tempestuous weather would render it improper to expose the Montauk at sea again until there has been some change. At this moment an inside blockading force is holding Ossebow Inlet, coast of Georgia, consisting of two regular eleven-inch gunboats, with the Dawn and a mortar vessel. The Canandaigua, a formidable ship, is also lying off the bar. The Nashville is up the Great Ogeechee, having been fitted as a privateer, and is lying under a five or seven gun battery, waiting to run to sea.

We have a report that the Fingal (now called the

Atlanta), an iron-clad, will attempt to aid the Nashville in escaping.

As the most important operations on this coast must be delayed until other vessels arrive, and until those now here can be made ready, it strikes me a very important and handsome thing may be done by capturing this fort on the Ogeechee, and in destroying the Nashville, and, should matters go well, in burning the railroad bridge which the gunboats can lay alongside of.

Will you please then get ready for this service with the least delay possible? Pilots will be provided, and if the Canandaigua remains outside, the gunboats will be necessarily under your orders as senior officer.

I shall see you myself before you leave, when further details will be arranged.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Jan. 22d, 1863.

Captain S. W. GODON, United States Ship Powhatan,
off Charleston :

SIR:—The Rhode Island takes up the two pilots. I desire you to give her a station nearest to the bar, that a system of reconnoissance and soundings may be commenced in the channels over it.

This must be done at night, with great caution, in order not to excite the attention of the enemy. The object is to obtain not alone the depth of water, but to acquire such familiarity with the features of the channels, as to enable the pilots hereafter to plant the necessary buoys *in one night*.

You will please give Commander Trenchard such assistance as you may deem necessary, and such counsel as your long experience off Charleston may render desirable.

You had better come down yourself and coal, as soon as you can.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

(Confidential.)

Flag Ship Wabash,
Port Royal Harbor, S. C., Jan. 24th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the honor to acknowledge the receipt of the Department's confidential communication of the 6th inst.

The Department has been informed, through my private letters to the Assistant Secretary, of the general character and extent of the defences of Charleston. I shall endeavor to execute its wishes, with such force as the Department may deem necessary for this purpose.

The Department is aware that I have never shrunk from assuming any responsibility which circumstances called for, nor desired to place any failure of mine on others. But the interests involved in the success or failure of this undertaking strike me as so momentous to the nation, *at home* and *abroad*, at this particular period, that I am confident it will require no urging from me to induce the Department to put at my disposal every means in its power to insure success, especially by

sending additional iron-clads, if possible, to those mentioned in your dispatch.

The army is not ready even for the limited co-operation it can give, though anxious to render every assistance.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Jan. 26th, 1863.

Captain P. DRAYTON, United States Ship Passaic,
Port Royal:

SIR:—You will please proceed with the Passaic, under your command, in tow of the Canandaigua, to Wassaw Sound.

For the better guarding of that sound and the gunboats now there against any attempt which may be made by the iron-clad steamer Fingal (otherwise called the Atlanta), to enter Wassaw, you will take such position as you may deem most desirable.

If from information received there you should consider it proper to ascend the Wilmington river, you can do so.

The Fingal, as I have every reason to believe, is either in St. Augustine creek or at its mouth, ready to pass into Wilmington river by the first opportunity.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Jan. 26th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I had not time by the last mail to give any particulars of the destruction of the rebel steamer Tropic, formerly the Huntress, of Charleston.

On the morning of the 18th inst., between three and four o'clock, an alarm was given from the south side of the blockade. Soon after a bright light was seen to the southward, and the Quaker City, Commander Frailey, immediately steamed to the spot and found the steamer in flames, but whether she was fired intentionally or not, does not yet appear.

Commander Frailey at once sought to pick up the passengers and crew, who had taken to their boats, but before being taken on board the Quaker City, they managed to destroy most of their papers. Some, however, marked No. 1, were found, which are herewith transmitted.

One of the passengers, a Mr. Vernon, is an Englishman, and was at the time proceeding to Europe to carry out a contract with the rebel Secretary of War to supply the government with medicines, clothing, arms, powder, etc. This contract is among the papers.

Another passenger, Mr. T. Steers, was apparently engaged in the same business; he says he is from Pennsylvania.

Most of the officers are citizens of the Southern States, and by the shipping articles, most of the crew, but how far this is so I have no means of ascertaining.

I have transferred the captain, passengers, engineers, and sixteen of her crew, directing Acting Vol-

unteer Lieutenant Eaton to communicate with Rear Admiral Paulding as to their disposition. The second mate, Black, the Nassau pilot, Spatcher, the paymaster, and Johnson, the Charleston pilot, and five of the crew, go North in the *Restless*.

May I ask the Department to give the necessary orders to Rear Admiral Paulding before the *Circassian* and *Restless* arrive at New York.

I enclose herewith (marked No. 2), a list of the officers, passengers, and crew, with their places of nativity, forwarded to me by Captain Godon, adding, however, that this list differs on the latter point from the shipping articles.

I call attention to Mr. Johnson, the Charleston pilot, who has run in vessels on the coast before.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

(Confidential.)

Flag Ship *Wabash*,
Port Royal Harbor, S. C., Jan. 28th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—Considering it desirable to test in every way the efficiency of the iron-clads that had arrived, and to avail myself of their presence until others came, I sent Commander Worden down to Ossebau to operate upon Great Ogeechee river, and capture, if he could, the fort at Genesis Point, under cover of which the *Nashville* was lying,—now fitted as a privateer, and waiting to run the blockade,—and in case of success the railroad was also accessible.

I enclose copy (marked No. 1) of Commander Worden's report, received at midnight by the hands of Ensign Johnson, one of my aids, who, in one of our armed tugs, witnessed and participated in the attack. He informs me that the fort was a very formidable casemated earthwork, with bomb-proofs, and mounting nine guns, the firing from which was excellent.

We have obtained valuable information on the success of the working of the fifteen-inch gun, and, although the Montauk was struck thirteen times, she received no injury.

My own previous impressions of these vessels, frequently expressed to Assistant Secretary Fox, have been confirmed, viz., that whatever degree of impenetrability they might have, there was no corresponding quality of aggression or destructiveness, as against forts, the slowness of fire giving full time for the gunners in the fort to take shelter in the bomb-proofs. This experiment also convinces me of another impression firmly held, and often expressed, that in all such operations, to secure success, troops are necessary.

The distance at which Commander Worden was compelled to engage, not far from his extreme range, may modify to some extent the above views.

The Department however will observe how difficult, if not *impossible*, it will be to remove sunken obstructions and piling in shallow water, under fire, very different from rafts or booms, floating chains, etc.

The Fingal left Savannah, and has got to the mouth of St. Augustine creek; whether to try Pulaski, and run by it to sea, or to Wassaw, on her way to Ossebau, to convoy the Nashville, I know not, but most probably the latter. I am waiting for the weather to moderate to get the Passaic towed to Wassaw, in

order to intercept the Fingal and protect the blockading force there; but these monitors are so unsafe at sea, and so helpless in themselves, that the weather must be narrowly watched.

I had the smoke-stack of the Ironsides taken down, and ordered a trial trip to be made without it, but the result proved so unfavorable in consequence of the escape of gas, particularly in the engine-room, that I had it replaced.

I then directed a board of officers to examine into the practicability of moving the turret forward, where it should originally have been placed, but the board reported that, though in every way desirable, yet on account of its great weight, eighteen tons, it is impracticable, with the means at our command, to move it.

Where there are no means of feeling one's way with the *lead*, it is of the utmost importance that the view should be clear ahead.

A greater blunder in a matter of so much moment I do not remember to have met with before, as the vessel may be ashore before she is half in action.

Enclosed (marked No. 2) is Captain Turner's report of the effect of cutting down the smoke-stack, which perfectly illustrates what I have written.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Jan. 31st, 1863.

Captain C. O. BOUTELLE, A. C. S. United States Coast Survey,
Steamer Bibb :

SIR :— My dispatch steamer, the Water Witch, having broken down and been towed North, until I can get the Flambeau here to replace her, I have again to call upon your services with the Bibb, — which you are always so ready to give, — to request that you will receive on board certain supplies for the Sebago, that vessel being much in want of them.

You will please proceed with them, so soon as you are ready, to Georgetown, returning from there to Port Royal.

Respectfully, etc.,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Jan. 31st, 1863.

Captain T. TURNER, United States Ship
New Ironsides :

SIR :— You will proceed, as soon as possible, with the New Ironsides, under your command, off Charleston.

Enclosed is a copy of a communication from Commander Parrott. It contains all I know in reference to the late attack on the blockading fleet by iron-clads out of Charleston.

You will assume charge of the blockade as senior officer present, and will receive from Captain Godon, of the Powhatan, such information as his experience there will enable him to give.

I desire you to take such position with the New Ironsides as may best enable you to prevent the rebel iron-clads from again attacking the blockading fleet, and if you deem it most advantageous to go inside the bar, you will make such arrangement as to signals with Captain Godon as you may consider necessary.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 1st, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the honor to report the following positions on blockade of the vessels of this squadron:—

At Georgetown, United States steamer Sebago.

Off Bull's Bay, United States steamer Flambeau.

Off Charleston, United States steamers New Ironsides, Powhatan, Housatonic, Flag, Quaker City, James Adger, Augusta, Huron, Ottawa, Unadilla, Memphis, Stettin, and schooners Blunt and America.

In Stono River, United States steamer Commodore McDonough.

In North Edisto, United States steamer South Carolina.

In St. Helena, United States barque Kingfisher.

In Wassaw, United States steamers Passaic and Marblehead.

In Ossebaw, United States steamers Montauk, Seneca, Wissahickon, Dawn, and mortar schooner C. P. Williams.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's, United States steamers Paul Jones, Potomska,

Madgie, barques Braziliera and Fernandina, and mortar schooner Norfolk Packet.

St. Andrew's, United States barque Midnight.

At Fernandina, United States steamer Mohawk.

In St. John's, United States steamers Norwich and Uncas.

In Port Royal, most of them undergoing repairs and taking in provisions, United States steamer Wabash, United States ship Vermont, United States steamers Canandaigua, Mercedita, Keystone State, Conemaugh, schooner Para, and tugs Dandelion, Daffodil, Columbine, Rescue, and Pettit.

The Hope is used as a dispatch boat.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 2d, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have to report that about four o'clock of the morning of the 31st ultimo, during the obscurity of a thick haze, two iron-clad gunboats came out of Charleston by the main ship channel, unperceived by the squadron, and commenced a raid upon the block-ading fleet.

Most of the latter were of the light class of purchased vessels; two of the heaviest men-of-war, the Powhatan and Canandaigua, being at this port coaling and repairing.

The Mercedita was the first vessel attacked. Her officers and crew had been particularly watchful during the night, looking out for suspected vessels, and at

three o'clock had slipped cable and overhauled a troop steamer running for the channel, by mistake. She had returned to her anchorage, and Captain Stellwagen had gone to his room for a short time, leaving Lieutenant Commander Abbott on deck, when one of the iron-clads suddenly appeared, her approach having been concealed by the haze and mist of the atmosphere.

The vessel was immediately hailed, and an order given to fire, but the iron-clad being close aboard, and lying low in the water, no guns could be brought to bear. A heavy rifle shot was fired from the enemy, which, entering the starboard side of the *Mercedita*, passed through her condenser, the steam drum of her port boiler, and exploded against the port side, blowing a hole in its exit some four or five feet square, killing the gunner, and, by the escape of steam, scalding a number of the men, and rendering her motive power apparently useless. Unable to use his guns, and being at the mercy of the enemy, who was lying alongside on her starboard quarter, all further resistance was deemed hopeless by Captain Stellwagen, and he surrendered.

The crew and officers were paroled, though nothing was said of the ship; the executive officer, Lieutenant Commander T. Abbott, having gone on board and made the arrangement.

The iron-clads, leaving the *Mercedita* to her fate, to sink or not, next engaged the *Keystone State*, Commander Le Roy, which was also attacked by the other. Their fire was gallantly returned, but a shell exploding in the fore hold of this vessel, she was set on fire. Commander Le Roy kept off until it was got under, when he steered again for one of the iron-clads, ordered full steam, and determined to try to run her

down. The guns had been trained and depressed for a plunging fire at the moment of collision, and the ship had acquired the speed of twelve knots, when a shell or shot from the enemy passed through both steam chests, wholly disabling her boilers, and rendering her powerless. Ten rifle shell struck the Keystone State; two burst on the quarter-deck, but most of them struck the hull, being near and below the water line.

In the meantime the Augusta, Commander Parrott, the Quaker City, Commander Frailey, and the Memphis, Acting Lieutenant Watmough, kept up a fire upon the enemy, diverting their attention from the Keystone State, which was soon after taken in tow by the Memphis and drawn away from the fire. The Augusta and Quaker City were both struck in their hulls; the Memphis only in her rigging. The Housatonic gave chase, and a shot from her struck the pilot-house of one of the iron-clads, doing, it is thought, some damage, and carrying away one of her flags.

The rebel vessels then passed to the northward, receiving the fire of our ships, and took refuge in the Swash channel, behind the shoals.

The only casualties were on the Mercedita and the Keystone State. On the Keystone State they are very large, about one quarter of her crew killed and wounded; among the former, the medical officer of the ship, Assistant Surgeon Jacob H. Gotwold, who was scalded to death whilst rendering surgical aid to one of the wounded men. Nine of those who died perished from the escape of steam when the boiler and steam chimney were penetrated; and among the wounded the greater number received their injuries from the same cause.

As the Mercedita was the only vessel which sur-

rendered, I have directed a court of inquiry to examine into all the circumstances of the case, as well as into the terms under which the surrender was made. This investigation has been asked for by Captain Stellwagen.

I received this intelligence on Saturday, at three o'clock p. m., by the *Augusta*, which ship immediately returned to Charleston. The *Mercedita* soon after arrived, and the *Keystone State* in tow of the *Memphis*, when the latter vessel was at once sent back to her station. The *James Adger*, Commander Patterson, which had towed the *Passaic* to Wassaw to watch the *Fingal*, much more formidable than the Charleston iron-clads, was also turned back as she was coming into Port Royal, and ordered to Charleston; and the *Powhatan*, through the commendable zeal of Captain Godon, was got ready by nine o'clock p. m. I had the channel and bar buoys lighted, when she passed out safely.

The *New Ironsides*, which, ever since her arrival here, has been undergoing various alterations ordered by the Department, and of which it has been advised, had taken out her masts at twelve o'clock on the day we received the news. She had to take on coal, but succeeded in getting away at eight o'clock next morning.

I forward herewith copies of the reports of Captain Stellwagen, Lieutenant Commander Abbott, and Commander Le Roy (marked Nos. 1, 2, and 3), also the reports of the casualties on the *Mercedita* and the *Keystone State* (marked No. 4 and 5).

On the *Mercedita* there were four killed and three wounded; on the *Keystone State*, twenty killed and twenty wounded.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

P. S.—Since the above dispatch was written, and as the mail was about to close, I received the report herewith enclosed (marked No. 6) of Captain W. R. Taylor, of the Housatonic, the senior officer off Charleston, who, however, was stationed at the north-east end of the line of blockade, near the Rattlesnake shoal.

S. F. DU PONT,
Rear Admiral.

P. S.—Enclosed (marked No. 7) is an extract from the log of the Keystone State, just forwarded to me by Commander Le Roy.

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 3d, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—On Saturday, when I received the information of affairs off Charleston referred to in my previous dispatch, No. 53, there were also vague rumors that the two gunboats holding Stono Inlet had been engaged; heavy firing having been heard in that direction.

At two o'clock a. m. of the 1st inst., the Commodore McDonough came into Port Royal, and I regret to add, reported the capture, by three rebel batteries, of the United States ship Isaac Smith.

It appears from Lieutenant Commander Bacon's report (herewith enclosed, marked No. 1), that on the afternoon of the 30th ult. he sent the Isaac Smith, Acting Lieutenant Conover, up the Stono river to make a reconnoissance, as had been frequently done for weeks previous. She passed some miles beyond Legareville

without seeing an enemy, and was on her way back, when, about a mile above that place, and in a bend of the river, three batteries, heretofore concealed, opened a concentrated fire upon her from heavy rifled guns.

Lieutenant Commander Bacon, who, with the Commodore McDonough, was anchored lower down the river, immediately on hearing the firing proceeded to her assistance.

Soon after he had got under way, Lieutenant Commander Bacon discovered that a white flag was flying from the Isaac Smith, and that the firing from the shore had ceased.

On arriving abreast of Legareville, she was seen to be aground about a quarter of a mile above the bend in the river, and two of her boats were observed going on shore loaded with officers and men. The Commodore McDonough stood up towards the bend, with the intention of either towing her off or destroying her; but after reaching the bend he was opened upon by the same three batteries; one on the bend, one half a mile above the bend, on St. John's Island, mounting six heavy guns, and one back and to the left of Legareville.

Lieutenant Commander Bacon immediately returned the fire from his rifled guns, and by keeping his vessel in motion, going ahead and backing, succeeded in escaping injury, though the enemy's shell struck all around the ship. It becoming dark, he ceased firing, and dropped down to the entrance of the bar.

Lieutenant Commander Bacon reports that the Isaac Smith was under a tremendous cross-fire, and just before it ceased a large cloud of steam was seen ascending from her, which probably rendered her unmanageable, and caused her to run aground.

As the Department is aware, the Stono river was held by me in case of its being required as a base for further military operations. I had reduced my force in that river, under the pressure of the blockade, retaining there two vessels of light draft formerly used as freight and ferry boats, though well commanded, and used to keep up a series of reconnoissances to watch the movements of the enemy, and to give notice of and prevent the erection of any additional batteries.

But, notwithstanding all the vigilance exercised by the commanding officers of the *Isaac Smith* and the *Commodore McDonough*, the enemy, who holds complete possession of the surrounding country and islands, succeeded in erecting the batteries by which the *Isaac Smith* was taken, masking them so skillfully that their existence was unknown.

I have had no means of ascertaining the casualties on board the *Isaac Smith*, but it is my purpose to do so by a flag of truce at the earliest moment, though I presume the Department will receive information through Southern sources on this point before it can be obtained here.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., Feb. 3d, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:— I have the honor to enclose (marked No. 1) a copy of Commander John L. Worden's report of his second attack on the battery on the Ogeechee river.

I do not feel justified to authorize another attempt, as the ammunition for the fifteen-inch guns is now very much reduced.

I enclose (marked No. 2) also a copy of Captain Drayton's report of his reconnoissance up the Wilmington river.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 3d, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I deem it my duty to say to the Department that Acting Master E. Van Sill, who takes North the Princess Royal, has been in active service during the war, was in the Unadilla during the action at Port Royal, November 7th, 1881, under Lieutenant Commanding N. Collins, and has been the executive officer of the Unadilla under her present lieutenant commander, Quackenbush, who speaks of him in the highest terms, which my inspection of the Unadilla, a short time since fully justified.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 8th, 1863.

Captain T. TURNER, United States Ship New Ironsides,
Port Royal :

SIR:—You will please proceed with the New Ironsides, under your command, off Charleston, and resume charge of the blockade of that port, taking every

precaution, in placing the vessels, against a violation of the blockade, and requesting the commanding officers to exercise great vigilance on their respective stations, rendered the more necessary by recent events.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 8th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR : — Recent events on the Gulf, and elsewhere, have stimulated the enemy on this coast to use every means to annoy the vessels engaged on the blockade.

The peculiar character of the inland waters is particularly favorable to such attempts, enabling him to make descents on weak points, and securing to himself a safe retreat from pursuit.

The Department is aware, though very few persons outside of it are, of the nature of our tenure of the coasts of the three States within my command, with the numerous inlets and sounds, all of which must be guarded.

My force is already extended to its utmost capacity of expansion, whilst, daily, more and more vigorous efforts are making in England, assisted by her colonies off this coast, to break the blockade. Many steamers of light draft, on our occupation of the coast, escaped up the various inland waters, where our vessels could not follow them. These may now be used against us, especially at such points where I have only been able to station single vessels ; several of these, too, without the propelling power of steam, and many of them of

a character unsuited to resist sudden attacks, though adapted to the purposes of an ordinary blockade.

Under these circumstances, I have to request the Department to send me such reinforcement as will enable me to meet the new state of affairs on this coast.

I am inculcating vigilance everywhere; but sudden attacks, if not surprises, by steamers, iron-clad or otherwise, under cover of darkness, are possible under any degree of watchfulness. Vessels cannot have pickets out like an army, though boats, in particular localities, may be, and often are, used; but these must generally be at anchor, and their crews regularly relieved.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

P. S.—I forward, herewith, a chart, on tracing paper, of the coast, showing the positions of the blockading vessels of this squadron on the 31st of January, 1863, which may prove interesting to the Department.

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 9th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—Since my dispatch No. 53, reporting the attack of the rebel iron-clads on the blockading fleet off Charleston, nothing of importance has occurred there.

The New Ironsides, Powhatan, and Canandaigua form part of the force stationed off Charleston; and that port is now more stringently blockaded than previous to the raid of the iron clads.

I have heard through Captain Turner, who saw the papers in the hands of an English officer, that General Beauregard has issued a proclamation setting forth the dispersion of the fleet, and declaring the blockade of that port raised: the best answer to which I have above given.

One of the wounded crew of the Keystone State, John Sullivan, landsman, has died since my previous letter.

Very respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 6th, 1863.

Commander W. E. LE ROY, United States Ship
Keystone State, Port Royal:

SIR:—I have received your communication of yesterday requesting a court of inquiry upon the affair of the 31st ult., off Charleston, if the public interests will permit.

While appreciating the motive which induces you to seek such an investigation, I deem it unnecessary, for the facts submitted by me to the Department, of your unequal contest with the iron vessels, are creditable to you and your officers and crew.

It is but just to add, there is every reason to believe that, had not your ship been unfortunately dis-

abled at a most critical time, you would have succeeded in destroying one of the iron-clads, even at the risk of losing your own vessel.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

(Confidential.)

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 9th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I herewith enclose to the Department a confidential communication from Captain Turner, of the New Ironsides.

I respectfully submit to the Department that H. B. M. steamer *Petrel* should be ordered out of Charleston by the British admiral, or Lord Lyons. In the history of no blockade can be found, in my judgment, such liberality to foreign vessels of war, in having access to blockaded ports, as our Government has evinced. The Department will see how prejudicial her presence, in many ways, may be; and if in the line of fire, serious complications may occur.

I do not hesitate to add that the officer commanding the *Petrel*, from his well-known rebel sympathies, is especially obnoxious, and that he presents a broad contrast to all the officers of the British navy it has been my fortune to meet with on this coast, who have frequently visited the blockading fleet, and who always have been governed, in their intercourse, by every professional propriety as officers and gentlemen.

I commend to the Department the confidential nature of Captain Turner's information; and how necessary it will be to use the information he conveys, obtained from others, with great caution.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

P. S.—Since writing the above I have seen the Savannah Republican, of February 2d, 1863, containing General Beauregard's proclamation declaring the blockade of Charleston raised. The paper further states that General Beauregard placed a steamer at the disposition of the foreign consuls, to see for themselves that no blockade existed; and that the British consul, with the commander of the British war steamer Petrel, had previously gone five miles beyond the usual anchorage of the blockaders, and could see nothing of them with their glasses.

It is needless to say that the statements contained therein are utterly false, and the Department will appreciate the conduct of the commander of the Petrel.

A full refutation, in an official form, will be sent by the next mail.

S. F. D. P.,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 10th, 1863.

Captain C. O. BOUTELLE, Assistant Coast Survey, United
States Coast Survey Steamer Bibb:

SIR:—I have to acknowledge the receipt of your communication of the 31st ult., reporting your operations in pursuance of my orders of the 24th January.

Your examination of the channels and water on the Charleston bar seems to have been conducted with great skill and boldness, and I beg you to receive my thanks and commendation for the same, and for the important information obtained.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 11th, 1863.

Captain C. O. BOUTELLE, Assistant Coast Survey, United
States Coast Survey Steamer Bibb:

SIR:—I have to acknowledge your communication of February 3d, reporting your proceedings in the execution of my orders of the 31st ult., which, in consequence of the pressure on my available vessels, I was compelled to request you to carry out.

But, whether in the discharge of your more legitimate duties of the Coast Survey, or when called upon to perform services as a vessel of the squadron, I ever find you ready and willing.

Your going off and rescuing the transport steamer Pilot Boy, wholly disabled, belonging to General Foster's command, finding her at sea, and towing her 130 miles, is very creditable to your energies; and I presume General Foster will make a proper acknowledgment of the same.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 11th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—In my previous dispatch (No. 70), written just as the mail was closing, I informed the Department that I would send a refutation, in an official form, of the statements made in General Beauregard's proclamation as to the blockade of Charleston, published in the Charleston and Savannah papers, and accompanied by assertions made with the apparent sanction of certain foreign functionaries.

The emphatic letter of Captain Turner (No. 1), the clear and decided statement of the officers (No. 2), which he forwards, together with the previous inquiries and examination of log-book made by Captain Godon, of the Powhatan, who was the senior officer present, previous to the arrival of the New Ironsides, and whom I had dispatched to Charleston the day of the raid, leave me nothing to add, save to call the especial attention of the Department to the facts thus elicited.

Very respectfully your obedient servant,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 12th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—The *Mercedita* having been repaired of the injuries received from an attack of two rebel rams or iron-clads, off Charleston, on the morning of the 31st ult., I am dispatching her to Philadelphia.

The Department has been informed, in my previous dispatches, that this vessel surrendered to the

rebel naval force on that occasion, and that her crew and officers were paroled by verbal agreement, the enemy having refused to take off the crew and officers, though nothing was said of the vessel itself, believed by both parties to be sinking.

The court of inquiry, which I immediately convened to inquire into all the circumstances of this surrender, and particularly into the terms of the parole, have not yet closed their investigation, but I have scrupulously avoided doing anything which could be construed into a violation of those terms, as understood by me. No change has been made in her armament, nor has anything been removed from her, everything awaiting the orders of the Department.

I would not, in sending her North, let her tow the gunboat *Ottawa*, now in the harbor and broken down, which vessel I desire much to get to a navy yard. She tows, however, an English steamer, *Ossian*, referred to in my dispatch No. 79. I also send a few sick in her.

The proceedings of the court of inquiry will be forwarded by next mail.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., Feb. 16th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR: — I have the honor to enclose (marked No. 1), a communication to Commander C. R. P. Rodgers from Arnold Harris, who was the master of the sloop *Mercury*, captured off Charleston with important dispatches.

The Department is better informed than myself as to the previous connection of Mr. Harris with the navy, and in what light he should be viewed; but the important service rendered by him in preventing the destruction of the rebel dispatches would seem to entitle him to some consideration. I am sure that neither Admiral Lee nor the commander of the Brandywine would, any more than myself, use towards this individual any unnecessary harshness.

If his statement be correct, his present position is that of a deserter from the Confederates; and I so treated him; but, as I said before, the Department may have information which places him in an entirely different position.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 18th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the honor to forward herewith the proceedings of a court of inquiry in the case of the *Mercedita*, with my approval.

After reporting the facts, the court is of opinion :

1st. That further military proceedings are necessary in this case.

2d. That the parole given did include the officers and crew, but did not include the vessel and its equipment.

It will be, however, for the Department to judge, after reviewing the testimony in the case, whether, under

all the circumstances, further proceedings are necessary.

It strikes me as but fair to state that, if the neglects pointed out by the court had not existed, the *result* would still have been the same. The contest was too unequal; and I respectfully submit that the Department may find it sufficient to express its disapprobation of the want of vigilance and caution, without ordering a farther trial.

The thirteen men who deserted in a boat I directed Captain Stellwagen to place under confinement, and to report the fact to Commodore Stribling on his arrival at Philadelphia.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,

Port Royal Harbor, S. C., Feb. 19th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—The fleet captain, Commander C. R. P. Rodgers, returned this evening from Wassaw and Ossebaw, where I had sent him. At the latter place he saw Commander Worden, and examined the effect of the enemy's shot on the Montauk. One result referred to by him had previously been called to my attention, though I have not yet reported it to the Department.

I allude to the effect of shot on the pilot-house, causing, by concussion, or percussion, the large *nuts*, screwed on to the bolts inside, to fly off with great violence, wrenching off the end of the bolt itself. They cross the pilot-house and rebound from the opposite side.

This renders the pilot-house most dangerous, and, indeed, if often struck, untenable; and such, in the engagement with the Ogeechee battery, was almost the case on the Montauk, nearly ten of these nuts having been wrenched from the bolts, as above stated.

Our machine shop has been at work making new bolts; and Commander Worden would like to have them *all* replaced; but they are large and heavy, and we shall not be able to do it. We are also preparing a screen of boiler-iron to go around the pilot-houses.

It may be well to mention that the above effect was produced without the round head of the bolt, outside, being struck, but by the impact of a shot between the bolts, not weighing over a thirty-two-pounder. No such effect was produced on the turret. Thinking the Department would like to have these facts, I write them in haste to save the mail.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 27th, 1863.

Commander JOHN L. WORDEN, United States Ship
Montauk, Ossebau:

SIR:—For various reasons, I have determined to test those iron-clads which as yet have made but little use of their guns, and am sending the Passaic, Patapsco, and Nahant, to try the Genesis Point fort.

You will please act as a reserve, and you will have to forego what I know your gallantry and earnest desire would impel you to do, join in. But the Chief of the Bureau has just cautioned me, by letter, against

the use of the fifteen-inch gun; none have been fired over three hundred times.

I avail myself of this occasion to say how much I have valued your services in the Ogeechee, and your gallant attacks on the forts, which the obstructions prevented your capturing.

Please give Captain Drayton the results of your valuable experience there, and as soon as you can be spared, return to Port Royal.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S.C., Feb. 27th, 1863.

Captain P. DRAYTON, United States Ship Passaic,
Senior Officer, Wassaw :

SIR:—I have determined, for many reasons, most of which have been stated to you by the fleet captain, to try the iron-clads against the Genesis Point fort, on the Ogeechee.

You will, therefore, proceed to that river and assume the direction of this movement. A steamer is sent to tow you out of Wassaw. Before leaving there, send the surveying vessels from those waters, and anchor the Marblehead where you may deem best for covering the blockade, and at the same time for enabling her to escape from the Fingal, should she come down.

Commanders Ammen and Downes leave in the morning, and are ordered to report to you, in Ossebau, with their vessels.

Should the fort be reduced, it may lead to the capture of the Nashville, or her destruction, provided the gunboats can go on up the river; this I leave to your discretion. Care should be observed, in ascending the Ogeechee, wherever the banks may offer protection for riflemen. I believe there are no batteries unless very recently erected.

Commander Worden will be directed to act as a reserve; his guns having been already so much used that I feel compelled to require this of him. His services in those waters, and his gallant attacks on the fort, will enable him to give you much valuable information.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

(Confidential.)

Flag Ship Wabash,
Port Royal Harbor, S. C., Feb. 27th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:— After very mature deliberation, I have determined to test the three iron-clads, Passaic, Patapsco, and Nahant, on the Genesis Point battery, on the Ogeechee.

We find much in them to be attended to, and on a trip which I made in the Patapsco up the Broad river, though only firing each gun twice, some important matters were developed.

This operation will not retard the great work, but yield us advantages in many ways. The Weehawken I hope will be ready to try her engine to-morrow; great expedition has been used on her.

I hope the Catskill will be along soon. These iron-clads all require so much to be done that I am anxious for their early arrival.

The army is not ready, but doing its best.

Attempts to run the blockade everywhere are increasing, and from Fernandina I have news to-day which makes me wish that I had a better vessel there than the Mohawk.

Colonel Townsend will inform the Department that we are preparing in every possible way, and working day and night.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

P. S.—We are out of provisions, living on the army.

S. F. D. P.,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., March 2d, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the satisfaction to inform the Department of the destruction of the privateer Nashville, while lying under the guns of Fort McAllister, on the Great Ogeechee, Georgia, by the Montauk, Commander Worden, whose inclosed report states succinctly the interesting particulars.

The Department is aware that I have had this vessel blockaded for eight months, and I am indebted to the extreme vigilance and spirit of Lieutenant Commander J. L. Davis, of the Wissahickon, Acting

Lieutenant Barnes, of the *Dawn*, and later of Lieutenant Commander Gibson, of the *Seneca*, for having been able to keep her so long confined to the waters of the Ogeechee.

For several months the *Nashville* was loaded with cotton, but, though constantly on the alert, she never ventured to run out. She then withdrew up the Ogeechee, and re-appeared after a length of time, thoroughly fitted as a privateer, and presenting a very fine appearance.

Fort McAllister was strengthened, the river staked, with a line of torpedoes in front to prevent its ascent by light vessels to cut her out. She has been frequently seen close under the fort, ready to make a dash if the opportunity offered, or was quietly waiting for an iron-clad to convoy her to sea.

If I am not misinformed, she had a heavy rifle gun on a pivot as a part of her armament, was proverbially fast, and would doubtless have rivaled the *Alabama* and *Oreto* in their depredations on our commerce. I have, therefore, never lost sight of the great importance of keeping her *in* or of destroying her, if I could. I have accomplished both through the zeal and vigilance of my gunboat captains mentioned above, and the quick perception and rapid execution of Commander Worden, who has thus added to his already brilliant services.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., March 2d, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have the honor to report the following positions on blockade of the vessels of this squadron:—

At Georgetown, United States steamer Conemaugh.

Off Bull's Bay, United States steamer Lodona.

Off Charleston, United States steamers New Ironsides, Powhatan, Canandaigua, Quaker City, James Adger, Augusta, Huron, Stettin, and schooners G. W. Blunt and America.

In Stono, United States steamer Pawnee, Unadilla, and Commodore McDonough.

In North Edisto, United States steamer South Carolina.

In St. Helena, United States barque Kingfisher.

In Wassaw, United States steamer Marblehead.

In Ossebaw, United States steamers Passaic, Montauk, Patapsco, Nahant, Sebago, Seneca, Wissahickon, Dawn, and mortar schooners Para, C. P. Williams, and Norfolk Packet.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's Sounds, United States steamers Paul Jones, Keystone State, Potomska, Wamsutta, and barques Braziliera and Fernandina.

In St. Andrew's, United States barque Midnight.

At Fernandina, United States steamer Mohawk.

In St. John's river, United States steamers Norwich and Uncas.

In Port Royal, flag ship Wabash, store ship Vermont; United States steamers Housatonic, Flag, Memphis, Weehawken, Madgie, undergoing repairs and taking

in provisions; and tugs Daffodil, Columbine, Pettit, Rescue, and Dandelion.

The United States steamer Flambeau, and schooner Hope, are used as dispatch vessels.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., March 4th, 1863.

Captain P. DRAYTON, United States Ship Passaic,
Senior Officer, Ossebau :

SIR:—I have received your communication of yesterday, giving the particulars of your attack on Fort McAllister.

The results have been of great service in testing not only the resisting but the aggressive power of the iron-clads, which will be of much use in future operations.

As nothing will be gained by renewing the attack, you will therefore withdraw the Passaic and all the other vessels from Ossebau, returning to this anchorage; leaving only the Seneca and Dawn, which will assume such positions as may be most judicious in the blockade of those waters, and which the long experience of Lieutenant Commander Gibson and Acting Lieutenant Barnes will enable them to do.

The Ericsson is still off Ossebau, ready to tow the mortar schooners or other vessels here.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., March 1st, 1863.

Commander JOHN L. WORDEN, United States Ship
Montauk, Port Royal :

SIR:— I have the pleasure to acknowledge the receipt of your interesting report of the 28th ult., informing me of the destruction of the Nashville.

This vessel, after being a long time blockaded in the waters of the Great Ogeechee, had been, according to the best information I could receive, fitted out as a privateer to depredate on our commerce. This circumstance adds much to the importance of her destruction; and I desire you to receive my thanks for the same, and the expression of my admiration at the manner in which you have accomplished this most desirable result, under the guns of a very strong fort, shielded from approach by staking and torpedoes.

You have thus added to your already distinguished services and well-earned reputation.

Will you also convey to your officers and crew my commendation of their good conduct, not only on this occasion, but during the previous attacks of the Montauk on the fort, and their services generally in the Ogeechee, which you have brought so favorably to my notice, by reading to them this communication on the first convenient occasion.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., March 6th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—The Department has already been informed of my desire, before entering upon more important operations, to subject the various mechanical appliances of the iron-clads to the full test of active service, and to give the advantage of target practice to the officers and men, with their new ordnance. For this purpose I had ordered a concentration in the Ogeechee of such of these vessels as were ready, to attack Fort McAllister, and secure or destroy the Nashville.

Before this concentration could take place, the Nashville was destroyed by Commander Worden, in the Montauk, the particulars of which occurrence I reported to the Department by the last mail.

The iron-clads having, however, arrived in Ossebau, I directed Captain Drayton, of the Passaic, to go on with the attack on the fort, accompanied by the Patapsco and Nahant; the Montauk having been three times under fire of the fort, and sufficiently tested, was not to join in.

I received, last evening, Captain Drayton's detailed report of his eight hours' bombardment, with a statement of the damage done to his vessel; and also the reports of Commanders Ammen and Downes to him, all of which are enclosed (marked Nos. 1, 2, 3), and I think will be read with great interest by the Department, for it will not fail to perceive that valuable information has been elicited, and most important data obtained; and I feel thankful that this I have done without any loss of life. Except that the fort

might possibly protect another blockade-runner, its capture was of no special practical importance.

The injury to the *Montauk* from the torpedo is the most serious that has occurred, and will require some ten days to repair; but the Department will remember the invaluable service she performed while receiving it.

I think it worthy of mentioning that this bombardment, so fruitful as giving us experience, was witnessed by Brigadier-General Seymour, the chief of artillery, and Captain Duane, the chief engineer of this military department; and I shall be able to receive from these gentlemen the results of their observation, which, representing as they do special branches of the military service, will be interesting and important.

I cannot close this communication without speaking of Captain Drayton, who has been one of my commanding officers since October, 1861. He has performed this service with that ability, judgment, and calm courage which has ever marked his execution of my orders.

Very respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral Com. South Atlantic Blockading Squadron.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., March 7th, 1863.

Chief Engineer ALBAN C. STIMERS, United States Navy,
Port Royal, South Carolina:

SIR:—Having expressed a desire to report your experience in the recent attack on Fort McAllister by the iron-clads, and being yourself on the *Passaic* dur-

ing the engagement, I have concluded to permit you to go North, although your services are valuable here in superintending the necessary repairs of the iron-clads.

You will therefore return in the *Ericsson*, going direct to Baltimore, and proceed at once to Washington, taking my official dispatches in charge.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., March 7th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I have just written to the Department (dispatch 119) about the *Quaker City*.

I have now to call the attention of the Department to other vessels of my squadron. The *Uncas* is broken down almost entirely; the *Norwich* very little better. These two vessels are blockading in St. John's river, and I have none to relieve them.

The condition of the *Mohawk*, stationed at Fernandina, has already been communicated to the Department. The *Madgie* is here now for repairs, which can only be temporary. The *Potomska* is entirely broken down, and several of the regular gunboats require overhauling; but I cannot spare them from their stations for this object.

I mention these details in order that the Department may be informed of the true condition of things here, and, if possible, may dispatch other vessels for blockading duty, or I shall be forced by circumstances

to withdraw the blockading ships from some of the stations to the southward.

I trust I need not add that I do not state these things in a spirit of complaint; far from it. No one knows better than I do how unprecedented have been the requirements and tests on steam machinery brought out by this war, and the blockading service. Not to haul fires for seventy-five and eighty days, then only for two or three, to be immediately followed up by a repetition of long service, has never before been attempted.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., March 11th, 1863.

Captain S. W. GODON, United States Ship Powhatan,
Port Royal, S. C.:

SIR:—Enclosed you will find a medical survey called at the request of Surgeon Mayo.

To carry out the recommendation of the medical officers, I have to detach you from the command of the Powhatan, and you will take passage for New York on the U. S. transport Arago, which leaves to-morrow, reporting by letter to the Honorable Secretary of the Navy.

I need hardly add how much I regret the necessity which imperatively compels this course; for I know the zeal and determination which you have evinced to serve throughout the war; and this immediately following the wear and tear of a coast of Africa cruise.

I have to thank you for your valuable services on this station while under my command, and for many months; for your ceaseless vigilance in conducting the blockade of Charleston, as senior officer; a service which few understand, but which has been as thoroughly done as the number of vessels covering it could accomplish, and at great hazard of losing the ships. In this arduous work, with the long services which preceded it, you have lost your health; but I trust that the rest you have so fairly and honorably earned will restore it, and you to active service.

I enclose a copy of my letter to the Department.

Respectfully, etc.,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., March 11th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—I herewith enclose the report of a medical survey held to-day on Captain S. W. Godon, of the Powhatan.

He has been threatened for some time, and has had to yield to his physical condition, brought on by continuous service since October, 1859, on the coast of Africa, and on this station, for seventeen months, during the war, having been out of commission but a very few days, between the paying off of the Mohican and the fitting out of the Powhatan.

He is an officer of high ability and great energy; and showed sleepless vigilance in conducting the blockade off Charleston while he was the senior officer there; having closed up the ships more than ever before, and done all that could be done with the number of vessels he had. This has overworked him.

Captain Godon has been detached, and goes home by the Arago to-morrow, with orders to report to the Department by letter.

Respectfully,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., March 13th, 1863.

Captain T. TURNER, United States Ship New Ironsides,
off Charleston, S.C. :

SIR:—I have to request that the blockading line be closed in a little more than it has generally been. If additional space be required for the heavy vessels to manœuvre, in case the rams come out, it is the more necessary that the channels should be covered by the smaller ones, which can slip and run out with the information of their approach, while watching the blockade-runners.

If the latter once get inside of a line that is well out, they have it all their own way in finding the channels and crossing the bars; whereas, when the vessels are closer in, even if the runners evade them, they often get on shore and are lost, fearing to be reached by shot or shell.

Respectfully,

S. F. DU PONT,

Rear Admiral.

P. S. — Please direct the Massachusetts to call off Stono and North Edisto; if at night, order Acting Volunteer Lieutenant W. H. West to make signal.

Respectfully,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., March 18th, 1863.

Captain C. O. BOUTELLE, Assistant Coast Survey,
U. S. Coast Survey Steamer Bibb:

SIR:—For reasons stated to me, you have permission to visit the North on leave, and will, on your arrival, report to Prof. Bache, explaining to him the circumstances.

I trust that you will be able to return soon and resume your duties on the Bibb.

I think it well, however, to add that among these duties I do *not* include your patriotic and brave offer of piloting me into Charleston. This will not be indispensable, and it in no manner pertains to your duties. I need not add, however, how much I appreciate your volunteering on the occasion for such perilous service. You may, however, in other ways render me valuable service.

Respectfully,

S. F. DU PONT,
Rear Admiral.

(Private).

Flag Ship Wabash,
Port Royal Harbor, S. C., March 20th, 1863.

Major-General D. HUNTER, Commanding Department
of the South:

MY DEAR GENERAL:—I thank you much for the perusal of Captain Kinsie's letter. It confirms what we had been told before of the rather helpless condition of the Georgia. I cannot, however, withdraw the moni-

tors from their repairs and preparations for so much more important work than her destruction. If I could get at the Fingal, it would be much more tempting, for I think Tatnall will try Port Royal, from what I hear, as soon as you and I leave it, and I sometimes think the forts ought to have had traverses. I believe, however, the Wabash will be a great bulwark.

I think, too, that the colonel at Pulaski will have to be on the lookout.

Thanks for the Savannah paper. I got much interesting information from the deserters, and have tabulated it for easy reference. So soon as I can get it copied I will send it to you.

I am detaining the Conemaugh for the expedition you spokè of.

I am, General, yours most truly,

S. F. DU PONT.

Flag Ship Wabash,
Port Royal Harbor, S. C., March 22d, 1863.

Lieutenant P. BRODIE, Acting Signal Officer,
Flag Ship Wabash :

SIR :—Understanding that you have been detached from your duties as signal officer on board this ship, I desire to express my commendation of your services during the time you have been on the Wabash, and, particularly, for the instruction which you have given to my officers.

Respectfully,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., March 26th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the honor to inform the Department that I have appointed Robert Platt, at present executive officer of the United States Coast Survey steamer Bibb, acting ensign in the United States Navy from the first of March, this being the highest appointment I can confer.

I would, however, recommend that the Department should give him the appointment of acting master from the same date. Mr. Platt has been of great service in the squadron; is an educated and thorough seaman; and is, moreover, to pilot the fleet into Charleston harbor, as I have reason to believe that his knowledge of the channels exceeds that of any of the few pilots we have here, and for which perilous service he has patriotically volunteered.

I may add that there are two other pilots in the squadron holding the positions of acting masters, which is a further reason for making the appointment.

Respectfully,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., March 27th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the honor to acknowledge the Department's dispatch of the 17th inst. in relation to the mess expenses of persons taken on prizes, and prisoners.

Previous to its receipt, several instances had occurred where passengers and others taken in prizes had been put by commanding officers of vessels in other messes than the ward-room.

The parties were cheerfully received, but on payment of their mess bills being demanded, the commanding officers found that they were not authorized to order the paymaster to settle, and therefore paid the same out of their own means.

This coming to my knowledge, I issued an order to the paymaster of the Vermont in one case, and to the paymaster of this ship in another, to pay the same, preferring, in case of the Department's refusing to ratify the orders, to have the amounts charged to myself.

I do not think that the Department is fully aware of the difficulties in these cases, and how almost impossible it is to put certain parties, either prisoners or taken on prizes, on the berth-deck to mess with the crews; and if placed in the steerage, engineer's, or forward officers' mess, it does not meet the point to order a ration, as this neither satisfies the parties receiving the ration, nor does it compensate the mess.

I submit that some general rule, liable to certain modifications by the commanding officer of the squadron, to meet peculiar cases, should be adopted.

Respectfully,

S. F. DUPONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., March 30th, 1863.

Commander WILLIAM REYNOLDS, United States Ship
Vermont, Port Royal:

SIR:—I have received your communication of the 25th inst., asking earnestly to accompany the expedition against Charleston, if your services are not needed on the Vermont.

I appreciate fully your officer-like and patriotic desire to volunteer for the service; and having determined to leave the Wabash, Commander Corbin, and ordered Captain Steedman to Port Royal, I am gratified in being able to grant your request.

So soon as the Vermont is placed on the other side, and you have given such instructions to Acting Master Grozier as may be of service to him, you can proceed off Charleston.

Respectfully,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 1st, 1863.

Captain CHARLES STEEDMAN, United States Ship Paul Jones,
Senior Officer, Port Royal:

SIR:—I have been called upon by the military authorities to give protection to Hilton Head Island, and the surrounding waters and possessions, in my absence.

The Wabash and Vermont will move over to the Hilton Head side of the harbor for the above purpose.

The Sebago will be stationed in Calibogue Sound, to prevent access to the island from that direction. The Madgie, not yet repaired, will remain in Station creek for protection to the machine shop.

The Marblehead is ordered up, and, with the Hale, will add to the force left in this harbor for passing exigencies.

You will be the senior officer present, and will have control and direction of the naval force.

I would recommend your occasionally moving about in the contiguous waters, with your own vessel, the Marblehead, and the E. B. Hale, to impress the enemy with the idea that they are watched, and having an eye on the security of Beaufort.

I will endeavor, with the army, to keep up a daily communication with Port Royal; it running one boat, and I detailing the Flambeau, or other vessel.

I have some hopes you may be in to-night, that I may have the pleasure of seeing you and speaking on these matters, but I rely upon your long experience on this station, and your zeal, to meet all emergencies.

I leave early in the morning.

I have given Commander Reynolds permission to go off Charleston. The Vermont cannot do much, but it would be well for you to see to her a little, as she is left under an acting master. "

Respectfully,

S. F. DU PONT,

Rear Admiral.

Flag Ship James Adger,
North Edisto, S. C., April 2d, 1863.

Commander T. TURNER, United States Ship New Ironsides,
off Charleston:

SIR:—In compliance with your request to have an experienced officer added to your complement, I have detached Lieutenant Commander Barnes from the *Dawn*, and ordered him to report to you for duty.

You will please send the *South Carolina* down to her station at this place, where she will be much needed.

Commander Rhind is charged with buoying the channel, and goes with the *Keokuk* and *Bibb* for this purpose. You will please give him such assistance as you can, and detail a vessel to be anchored, which he will require for a stern range.

We are deficient in vessels to tow up the iron-clads from here, and you will send down the *Augusta* and *Memphis* for this purpose.

I shall move up as soon as the weather will permit.

Respectfully,
S. F. DU PONT,
Rear Admiral.

Flag Ship James Adger,
North Edisto, S. C., April 3d, 1863.

Lieutenant Commander W. GIBSON, United States Ship Seneca,
North Edisto, South Carolina :

SIR:—In my official dispatch to the Department referring to the destruction of the Nashville, I have not refrained from doing full justice to the officers and crews of the gunboats, who, for so long a period, by their great watchfulness, prevented this rebel vessel from proceeding to sea.

It gives me great pleasure however to express to you, and through you to the officers and crew of the Seneca, my high appreciation of their vigilance in maintaining the blockade of the Nashville, and their gallantry in aiding in her destruction.

You will please read this letter at muster.

Respectfully,

S. F. DU PONT,
Rear Admiral.

Order of battle and plan of attack upon Charleston, S. C.

Flag Ship James Adger,
North Edisto, April 4th, 1863.

The bar will be buoyed by the Keokuk, Commander Rhind, assisted by C. O. Boutelle, Assistant U. S. Coast Survey, commanding the Bibb, by Acting Ensign Platt, and the pilots of the squadron.

The commanding officers will, previous to crossing, make themselves acquainted with the value of the buoys.

The vessels will, on signal being made, form in

the prescribed order ahead, at intervals of one cable's length.

The squadron will pass up the main ship channel without returning the fire of the batteries on Morris Island, unless signal should be made to commence action.

The ships will open fire on Fort Sumter when within easy range; and will take up a position to the northward and westward of that fortification, engaging its left or northeast face, at a distance of from 600 to 800 yards, firing low, and aiming at the centre embrasure.

The commanding officers will instruct their officers and men to carefully avoid wasting a shot; and will enjoin upon them the necessity of precision rather than rapidity of fire.

Each ship will be prepared to render every assistance possible to vessels that may require it.

The special code of signals prepared for the iron-clad vessels will be used in action.

After the reduction of Fort Sumter, it is probable that the next point of attack will be the batteries on Morris Island.

The order of battle will be the line ahead, in the following succession:

- 1st. — Weehawken, with raft.
- 2d. — Passaic.
- 3d. — Montauk.
- 4th. — Patapsco.
- 5th. — New Ironsides.
- 6th. — Catskill.
- 7th. — Nantucket.
- 8th. — Nahant.
- 9th. — Keokuk.

A squadron of reserve, of which Captain J. F. Green will be the senior officer, will be formed outside the bar, and near the entrance buoy, consisting of the following vessels:

Canandaigua,	Unadilla,
Housatonic,	Wissahickon,
Huron,	

And will be held in readiness to support the iron-clads when they attack the batteries on Morris Island.

S. F. DU PONT,
Rear Admiral.

*Copies of the above furnished to all the iron-clads,
and to Captain Green for the outside squadron.*

Flag Ship New Ironsides,
Inside Charleston Bar, S. C., April 8th, 1863.

Major-General D. Hunter, Commanding Department
of the South:

GENERAL:— The iron-clads weighed anchor yesterday at noon to go forward to attack Fort Sumter, but were delayed for nearly two hours by the accident which fouled the anchor and raft of the leading vessel, the Weehawken.

The Ironsides became unmanageable in the narrow channel, and occasioned further delay under fire, so that, finding that I should not reach the obstruction before five o'clock, I ordered the vessels withdrawn from action, with the intention of renewing it this morning.

During the night I have received the statements of the commanding officers, and find the ships so much

damaged during their engagement as to force me to the conviction that they cannot endure the fire to which they would be exposed, long enough to destroy Fort Sumter, or reach Charleston.

I am now satisfied that that place cannot be taken by a purely naval attack, and I am admonished by the condition of these vessels that a persistence in our efforts would end in disaster, and might cause us to leave some of our iron-clads in the hands of the enemy, which would render it difficult for us to hold those parts of the coast which are now in our possession. I have therefore determined to withdraw my vessels, and have written to the Navy Department to that effect.

Respectfully your obedient servant,

S. F. DU PONT,
Rear Admiral.

Flag Ship New Ironsides,
Inside Charleston Bar, S. C., April 8th, 1863.

Major-General D. Hunter, Commanding Department
of the South :

GENERAL:—I am this moment in receipt of your most gratifying letter of this date.*

I did not, however, require it to satisfy me of your deep sympathy in our operations of yesterday, intensified by the fact that circumstances beyond your control prevented that which of all things you would most have desired, an immediate and active co-operation.

* General Hunter's letter of April 8th, 1863, will be found in the 10th volume of the work entitled, "War of the Rebellion; Official Records of the Union and Confederate Armies."

I shall have your letter read on every iron-clad of this fleet, so that every officer and man under my command may know, what has long been familiar to me, the heartfelt sympathy of the Commanding General and of the army of the Department of the South.

With the highest respect, I am, General, your most obedient servant,

S. F. DU PONT,
Rear Admiral.

Flag Ship New Ironsides,
Inside Charleston Bar, S. C., April 8th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—I yesterday moved up with eight iron-clads and this ship, and attacked Fort Sumter, intending to pass it, and commence action on its northwest face, in accordance with my order of battle.

The heavy fire we received from it and Fort Moultrie, and the nature of the obstructions, compelled the attack from the outside. It was fierce and obstinate, and the gallantry of the officers and men was conspicuous.

This vessel could not be brought into such close action as I endeavored to get her. Owing to the narrow channel and rapid current, she became partly unmanageable. I was twice forced to anchor to prevent her going ashore; once, owing to her having come into collision with two of the monitors. She could not get nearer than one thousand yards.

Owing to the condition of the tide, and an unavoidable accident, I had been compelled to delay ac-

tion until late in the afternoon; and toward evening, finding no impression made upon the fort, I made the signal to withdraw the ships, intending to renew the attack this morning. But the commanders of the monitors came on board, and reported verbally the injuries to their vessels; when, without hesitation or consultation, for I never hold councils of war, I determined not to renew the attack, for in my judgment it would have converted a failure into a disaster. I will only add that Charleston cannot be taken by a purely naval attack, and the army could give me no co-operation. Had I succeeded in entering the harbor, I should have had twelve hundred men and thirty-two guns; but five of the iron-clads were wholly or partially disabled after a brief engagement.

The reports of the commanding officers will be forwarded with my detailed report, and I send Commander Rhind home with this dispatch, whose vessel sank this morning from the effects of the bombardment yesterday, and who will give the Department the information it may desire.

I have alluded above only to Forts Sumter and Moultrie, but the vessels were also exposed to the fire of the batteries on Cumming's Point, Mount Pleasant, the Redan, and Fort Beauregard.

Respectfully your obedient servant,

S. F. DU PONT,
Rear Admiral.

P. S.—Enclosed are the reports of the casualties on the Keokuk and Nahant (marked No. 1 and 2).

S. F. D. P.,
Rear Admiral.

Flag Ship New Ironsides,
Inside Charleston Bar, S. C., April 8th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C.:

SIR:—I have the honor to report to the Department that I have ordered Commander A. C. Rhind to the command of the Paul Jones, relieving Captain C. Steedman, whom I have ordered to the Powhatan.

Commander Rhind having lost all his effects by the sinking of the Keokuk, I have ordered him to proceed to Washington with my dispatches, that he may have an opportunity to procure a new outfit; thinking also that the Department might desire to see an officer engaged in the attack on the forts here.

Respectfully your obedient servant,

S. F. DU PONT,
Rear Admiral.

Flag Ship New Ironsides,
Off Charleston, S. C., April 11th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C.:

SIR:—I have the honor to acknowledge your dispatch of April 2d, 1863, marked confidential, and will make every effort to dispatch immediately five iron-clads to New Orleans.

The Department has already been informed of the loss of the Keokuk. I will retain, in obedience to its order, two, the Passaic and Montauk, these being the most injured and the weakest, and their fifteen-inch guns having been much more frequently fired than those of the others.

I did not understand that the Department included the New Ironsides in its order; and our failure to take Charleston renders it, in my judgment, absolutely necessary that she should resume her station off Charleston as the great protective force of the blockading vessels against raids from the rebel rams, now increased, I have reason to believe, to three; and I can assure the Department, from my recent experience, that she would be wholly unmanageable in the rapid currents of the Mississippi.

Respectfully,

S. F. DU PONT,

Rear Admiral.

(Confidential).

Flag Ship Wabash,

Port Royal Harbor, S. C., April 13th, 1863.

Captain JOHN RODGERS, United States Ship
Weehawken, Port Royal, S. C.:

SIR:— You will please prepare the United States iron-clad Weehawken, under your command, for service in the Gulf of Mexico, and will report to me so soon as you are ready to leave this harbor, when more specific orders will be given.

A steamer to tow you will be got ready.

Respectfully,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 13th, 1863.

Captain J. L. WORDEN, United States Ship Montauk,
Port Royal, S. C.:

SIR:—Notwithstanding your energetic and devoted service in this squadron since you joined it, closing with your gallant attack, under my own eye, on the six forts defending the entrance of Charleston harbor, on the 7th inst., I have been painfully struck with the condition of your health, and deeply impressed by the zeal and patriotism which induced you, so soon, to disregard it, and come out in the command of an iron-clad.

So satisfied I am of its precarious condition, and your own statement in reference to it, that I do not deem it necessary, under the circumstances, to order a medical survey, unless you prefer it.

You will therefore consider yourself detached from the Montauk, and will take passage in the transport steamer Cahawba, reporting yourself on your arrival, either by letter or in person, to the Honorable Secretary of the Navy.

Respectfully,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 17th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C.:

SIR:—Owing to the continued ill health of Captain John L. Worden, of the Montauk, I have detached him from that vessel, and permitted him to proceed

north in the army transport Cahawba; ordering him, on his arrival, to report either in person or by letter to the Department.

The services of this gallant officer are too well known to the Department to require any further endorsement from me. I need only add that in the late engagement with the forts in Charleston harbor he displayed his well-known zeal and bravery. I did not deem it necessary, in his case, to call for a medical survey, for reasons expressed in my letter to him, and which I am sure the Department appreciates.

I have detached Commander Fairfax from the Nantucket and ordered him to the command of the Montauk; and Lieutenant Commander Newman, of the Weehawken, the senior executive officer of the iron-clads, to the command of the Nantucket.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 17th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR:—If the Department can send me one or more steamers to tow the iron-clads to the Gulf, or to replace those which I may have to take from the blockading force, it will be very desirable.

I have lost the services of so many vessels already by breaking down, that the blockade will be very much weakened. The Ottawa, Quaker City, Water Witch, Cimerone, and Mercedita are now at the North.

The Florida and the Bienville have been detached. The Memphis and Wissahickon both go North for repairs, and the Mohawk, Seneca, Marblehead, and Potomska are represented as unfit for service, and the Keystone State can do no outside work.

Respectfully,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 14th, 1863.

Acting Master R. PLATT, United States Ship Bibb:

SIR:—I have the pleasure to enclose your appointment as Acting Master in the United States Navy, and you will report to Captain Boutelle in that capacity, and continue your present duties on the Bibb.

I avail myself of the occasion to express my commendation of your pilotage of the Weehawken, the leading ship in the attack on the Charleston forts, on the 7th of April, under my own observation, and which has been alluded to by Captain John Rodgers, in the most favorable terms, in his official report.

Respectfully,

S. F. DU PONT,

Rear Admiral.

Notes on the attack on Ft. Sumter, April 6th and 7th, 1863.

At 7 a. m., went on board New Ironsides.

At 7.10 a. m., under way.

At 7.50 a. m., crossed bar.

At 8.10 a. m., anchored inside the bar. All the iron-clads, by 9 o'clock, were at anchor inside the bar.

At 1 p. m., fleet under weigh.

At 2 p. m., anchored in order, line ahead, the weather being too hazy to proceed to the attack.

TUESDAY, April 7th, 1863.

At 12 m., made preparatory signals to get under weigh.

At 12.10 p. m., signal to get under weigh.

At 12.50 p. m., Weehawken made signal, "Foul anchor."

At 1.15 p. m., Weehawken made signal, "All clear."

At 1.45 p. m., New Ironsides under weigh.

At 2.10 p. m., Weehawken signaled, "Obstructions in my vicinity."

At 2.15 p. m., flag ship signaled, "Slow down."

At 2.40 p. m., flag ship signaled, "I have stopped."

At 3.05 p. m., Forts Sumter and Moultrie began firing.

At 3.15 p. m., signaled to Weehawken to begin action.

At 3.25 p. m., general signal to disregard motions of Commander-in-Chief.

At 3.30 p. m., anchored in 3 fathoms, and immediately hove up again; port shutter of No. 5 gun shot away.

At 4.05 p. m., signaled to iron-clads to give flag

ship more room; immediately after, Catskill and Nantucket collided with us.

At 4.20 p. m., fired a broadside at Moultrie.

At 4.25 p. m., made signal to follow motions of Commander - in - Chief.

At 4.30 p. m., signaled to withdraw from action.

At 4.35 p. m., Ironsides came to anchor in 17 feet water.

At 5 p. m., hove up and fell back to near the old anchorage.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 15th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C.:

SIR: — In my previous dispatch of April 8th, I gave a brief account of the attack on Fort Sumter on the afternoon of the 7th inst., and I have now the honor to present to the Department a more detailed report.

On the morning of the 2d inst. I left Port Royal for North Edisto, hoisting my flag on the United States ship James Adger, Commander Patterson, and crossed the bar the same day.

As there was some reason to believe that on the departure of the iron-clads from Port Royal there might be an attempt to commit a raid by the Atlanta and other rams at Savannah, and as the army was apprehensive of an attack on their positions at Hilton Head and Beaufort, I had ordered Captain Steedman to Port Royal with his vessel, the Paul Jones, having previously directed the Wabash, Commander Corbin, and

Vermont, Commander Reynolds, to be hauled over to the Hilton Head shore to protect the vast amount of public property there. The Sebago was also stationed in Calibogue Sound, the Marblehead in Savannah river, and the E. B. Hale in Broad river; whilst the Paul Jones, owing to her light draft, was also to make frequent reconnoissances up the latter stream and the Beaufort river.

On the 5th inst., having provided steamers to tow the iron-clads, I left North Edisto for Charleston, with all the vessels intended to participate in the attack on that place, and arrived there in the afternoon. In accordance with my previous arrangements, the Keokuk, Commander Rhind, aided by Captain Boutelle of the United States Coast Survey, and Acting Master Platt, with Pilot Godfrey and others, proceeded at once to buoy the bar, and to report the depth of water which could be availed of in crossing the next morning with the New Ironsides.

The Patapsco, Commander Ammen, and the Catskill, Commander George W. Rodgers, covered the Keokuk during this operation, and afterwards anchored inside of the bar, that same evening, in order to protect the buoys.

On the morning of the 6th I crossed the bar with the New Ironsides, Commodore Turner, and the rest of the iron-clads, viz.: Passaic, Captain Drayton, Weehawken, Captain John Rodgers, Montauk, Captain John L. Worden, Patapsco, Commander Daniel Ammen, Catskill, Commander George W. Rodgers, Nantucket, Commander Fairfax, Nahant, Commander Downes, and the Keokuk, Commander Rhind, intending to proceed the same day to the attack of Fort Sumter, and thence to the city of Charleston; but, after reaching an anchor-

age inside, the weather became so hazy, preventing our seeing the ranges, that the pilots declined to go further.

I herewith enclose (marked No. 1) the order of battle, and plan of attack, in which the Weehawken, Captain John Rodgers, with a raft in front, was to be the leading vessel of the line, and the Keokuk, Commander Rhind, was to be the last; the New Ironsides being in the centre, from which signals could be better made to both ends of the line.

On the following day, April 7th, at noon, this being the earliest hour at which, owing to the state of the tide, the pilots would consent to move, I made signal to the vessels to weigh anchor; having previously ordered them not to reply to the batteries on Morris Island, but to reserve their fire until they could pass Fort Sumter, in case there were no obstructions, and attack its northwest face.

The chain of the Weehawken, the leading vessel, had, however, become entangled in the grapnels of the pioneer raft, and the vessels were delayed in moving until about fifteen minutes past one, when, everything being clear, the Weehawken moved on, followed by the Passaic and others, in the regular order of battle.

On the way up, the leading vessel passed a number of buoys strewed about in every direction, causing a suspicion of torpedoes, one of which burst near the Weehawken, without, however, producing serious injury.

At ten minutes past two the Weehawken, the leading vessel, signaled obstructions in her vicinity, and soon after approached very close to them. They extended across the harbor from Fort Moultrie to Fort Sumter, and were marked by rows of casks, very near together, and in several lines. Beyond these again,

piles were seen extending from James' Island to the middle ground.

At 2.50 the guns of Fort Moultrie opened upon the Weehawken, followed shortly after by all the batteries on Sullivan's Island, Morris Island, and Fort Sumter.

Not being able to pass the obstructions, the Weehawken, and successively the Patapsco, Nahant, and others, were obliged to turn, which threw the line into some confusion as the other vessels approached. This was particularly the case with the flag ship, which became in a measure entangled with the monitors, and could not bring her battery to bear upon Fort Sumter without great risk of firing into them. She was obliged, on her way up, to anchor twice to prevent her going ashore; and on one of these occasions, in consequence of having come into collision with two of the iron-clads.

The monitors and the Keokuk were able to get within easy range of Fort Sumter, at distances varying from 550 to 800 yards, in which positions they were subjected, successively, to a tremendous concentrated fire from all the batteries on Sullivan's Island, Morris Island, Sumter, and others of the most formidable kind, and and from guns of the heaviest calibre.

Not being able to place the New Ironsides where I desired, though she was within a distance of one thousand yards, and evening approaching, at 4.30 I made signal to withdraw from action, intending to renew the attack the next morning.

During the evening the commanding officers of the iron-clads came on board the flag ship, and, to my regret, I soon became convinced of the utter impracti-

cability of taking the city of Charleston by the force under my command.

No ship had been exposed to the *severest* fire of the enemy over forty minutes, and yet, in that brief period, as the Department will perceive by the detailed reports of the commanding officers, five of the iron-clads were wholly or partially disabled; disabled too, as the obstructions could not be passed, in that which was most essential to our success, I mean in their armament, or power of inflicting injury by their guns.

Commander Rhind, with the Keokuk, had only been able to fire three times during the short period he was exposed to the guns of the enemy, and was obliged to withdraw from action to prevent his vessel from sinking, which event occurred on the following morning.

The Nahant, Commander Downes, was most seriously damaged, her turret being so jammed as effectually to prevent its turning. Many of the bolts of both turret and pilot-house were broken, and the latter became nearly untenable in consequence of the *nuts* and *ends* flying across it.

Captain P. Drayton, in the Passaic, after the fourth fire from the eleven-inch gun, was unable to use it again during the action, and his turret also became jammed, though he was after some delay enabled to get it in motion again. Commander Ammen, of the Patapsco, lost the use of his rifled gun after the fifth fire, owing to the carrying away of the forward cap-square bolts.

On the Nantucket, Commander Fairfax reports that after the third shot from the fifteen-inch gun, the port stopper became jammed, several shot striking very near

the port and driving in the plates, preventing the further use of that gun during the action.

The other iron-clads, though struck many times severely, were still able to use their guns; but I am convinced that, in all probability, in another thirty minutes they would have been likewise disabled.

In the detailed reports, herewith forwarded, from the commanding officers of all the vessels engaged excepting that of the *New Ironsides*, not yet received (respectively marked Nos. 2, 3, 4, 5, 6, 7, 8, 9), the Department will be fully informed of the character and extent of the injuries received by these vessels, to which I have only partially referred.

I also forward, herewith, a statement in tabular form (marked No. 10), drawn up by the ordnance officer, Lieutenant Mackenzie; by which, among other things, it appears that only 139 shot and shell were fired by our vessels, though during that same period the enemy poured upon us an incessant storm of round shot and shell, rifled projectiles of all descriptions, and red-hot shot.

Any attempt to pass through the obstructions I have referred to would have entangled the vessels and held them under the most severe fire of heavy ordnance that has ever been delivered; and, while it is barely possible that some vessels might have forced their way through, it would only have been to be again impeded by fresh and more formidable obstructions, and to encounter other powerful batteries, with which the whole harbor of Charleston has been lined.

I had hoped that the endurance of the iron-clads would have enabled them to have borne any weight of fire to which they might have been exposed; but when I found that so large a portion of them were

wholly or one-half disabled, by less than an hour's engagement, before attempting to remove (overcome) the obstructions, or testing the power of the torpedoes, I was convinced that a persistence in the attack would only result in the loss of a greater portion of the iron-clad fleet, and in leaving many of them inside the harbor to fall into the hands of the enemy.

The slowness of our fire, and our inability to *occupy* any battery that we might silence, or to prevent its being restored under cover of night, were difficulties of the gravest character; and until the outer forts should have been taken, the army could not enter the harbor nor afford me any assistance.

The want of success will not, however, prevent me from bringing to the notice of the Department the gallant officers and men who took part in this desperate conflict.

Commodore Turner, of the *New Ironsides*, Captain Drayton, of the *Passaic*, Captain John Rodgers, of the *Weehawken*, Captain J. L. Worden, of the *Montauk*, Commander Ammen, of the *Patapsco*, Commander George W. Rodgers, of the *Catskill*, Commander Fairfax, of the *Nantucket*, Commander Downes, of the *Nahant*, and Commander Rhind, of the *Keokuk*, did everything that the utmost gallantry and skill could accomplish in the management of their untried vessels. These commanding officers have long been known to me; many of them served in this squadron before, and were present at the capture of the Port Royal forts; they are men of the highest professional capacity and courage, and fully sustained their reputations, coming up to my requirements. I commend them and their reports, which speak of those under them, to the consideration of the Department.

I took my personal staff with me to the *New Ironsides*. On this, as on all other occasions, I had invaluable assistance from the fleet captain, Commander C. R. P. Rodgers, who was with me in the pilot-house directing the movements of the squadron. For now over eighteen months in this war, this officer has been afloat with me, and, in my opinion, no language could overstate his services to his country, to his fleet, and to myself, as his Commander-in-Chief.

Lieutenant S. W. Preston, my flag lieutenant, who has also been with me for the same period, exhibited his usual vigilance and zeal, and with that ability which is so far beyond his years, he arranged a special code of signals, which was used, and served on the gun deck battery of the *New Ironsides*.

My aid, Ensign M. L. Johnson, full of spirit and energy, made the signals under difficult circumstances, and kept an accurate note of all that were made to and from the fleet.

Lieutenant A. S. Mackenzie, the ordnance officer of the squadron, had been preparing his department of the expedition with ceaseless labor, care, and intelligence. He served also on the gun deck of the *New Ironsides*.

The reserved squadron of wooden vessels, referred to in my general order of battle, under captain J. F. Green, of the *Canandaigua*, were always in readiness, but its services in the engagement were not called into action.

Very respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,

Commanding South Atlantic Blockading Squadron.

P. S. — Since the above was written, the report of Commander Turner, of the New Ironsides, has been received, and is herewith enclosed (marked No. 11).

Flag Ship Wabash,
Port Royal Harbor, S. C., April 17th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy
Washington, D. C. :

SIR:—I am sending the Ericsson, she not being required here at this moment, to New York, where she may get rid of her deck load of bombs, which, after our experience here, cannot be used except in perfectly smooth water; this was tested in attempting to use them to destroy the Keokuk.

Should the iron-clads have to go South, we shall be much in want of steamers to tow them, and if the Department should decide upon this, the Ericsson can be sent South again. Her great draft excludes her from all the ports on this coast, except Port Royal.

I have directed Captain Lowber to report to Rear Admiral Gregory.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 16th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR :—I have the honor to acknowledge the receipt, this morning, by the Freeborn, of your communication of the 11th inst., directing the maintaining of a large force off Charleston, to menace the rebels, and keep them in apprehension of a renewed attack, in the event of our repulse.

I have also to acknowledge the receipt of a copy of a telegraphic dispatch, of the 13th inst., from Fortress Monroe, from the President of the United States.

The Department will probably have known, on the 12th inst., the results of the attack. In my dispatch of the 11th inst., dated off Charleston, the Department was made aware of my withdrawal, with the iron-clads, from the very insecure anchorage inside the bar, and just in time to save the monitors from an easterly gale, in which, in my opinion and that of their commanders, they would have been in great peril of being lost on Morris Island beach. Their ground tackling has been found to be insufficient, and they have from time to time dragged, even in close harbor.

I have since been doing all in my power to push forward their repairs, in order to send them to the Gulf, as directed ; but I presume that your dispatch of the 11th, and the telegraphic message from the President, revoke your previous order.

I shall spare no exertions in repairing as soon as possible the serious injuries sustained by the monitors in the late attack ; and shall get them inside Charleston bar with all dispatch, in accordance with

the order of the President. I think it my duty, however, to state to the Department that this will be attended with great risk to these vessels from the gales which prevail at this season, and from the continuous fire of the enemy's batteries, which they can neither silence, nor prevent the erection of new ones.

The New Ironsides can only cross the bar with certainty at spring tides, which are twice a month. She is more vulnerable than the monitors, and at the distance she must necessarily anchor could not elevate her guns sufficiently to reach any batteries of the enemy, while at the same time she would be liable to injury, particularly in her wooden ends, from a fire which she could not return. If this vessel is withdrawn from the blockade, and placed inside, the blockade may be raised by the rebel rams coming out of Charleston harbor, at night, by Maffitt's channel; in which case she could give no assistance to the fleet outside. But for the New Ironsides, the raid of the 31st of January would have been repeated with more serious effect.

The lower and greater part of Morris Island exhibits a ridge or row of sand-hills, affording to the enemy a natural parapet against the fire of shipping, and facilities for erecting batteries in very strong positions. The upper part of the island is crossed by Fort Wagner, a work of great strength, and covered by the guns of Fort Sumter. The island is in free communication with Charleston, and can, in spite of us, draw fresh reinforcements as rapidly as they may be required. Shoals extend from the island, which prevent the near approach of the monitors; and our experience at Fort McAllister does not encourage me to expect that they will reduce well-defended sand

batteries, where the damage inflicted by day is readily repaired by the unstinted labors of the night.

The ships, therefore, can neither cover the landing, nor afterwards protect the advance, of the small force of the army available for operations in this quarter, which will meet fresh troops at every sand-hill, and may look also for a reverse fire from the batteries on James' Island.

As it is considered necessary to menace Charleston by a demonstration of land and naval forces, North Edisto will afford a better point from which to threaten an advance; and a concentration of troops and ships in that quarter would accomplish the purpose of the Government mentioned in your dispatch of the 11th inst.; and it is a military point from which Charleston could be attacked now, James Island being fully occupied by the enemy's batteries.

I have deemed it proper and due to myself to make these statements, but I trust I need not add that I will obey all orders with the utmost fidelity, even when my judgment is entirely at variance with them, such as the order to re-occupy the unsafe anchorage for the iron-clads off Morris Island, and an intimation that a renewal of the attack on Charleston may be ordered, which, in my judgment, would be attended with disastrous results, involving the loss of this coast.

For eighteen months, in these waters, I have given whatever of professional knowledge, energy, and zeal I possess to the discharge of my duties, and to the close study of our military and naval position in the tenure of the sea coast within the limits of my command, and I claim to know what best pertains to the disposition of my fleet, in carrying out the instructions of the Department.

I know not yet whether the confidence of the Department, so often expressed to me, has been shaken by the want of success in a single measure, which I never advised, though intensely desirous to carry out the Department's orders, and justify expectations in which I could not share. I am, however, painfully struck by the tenor and tone of the President's order, which seems to imply a censure, and I have to request that the Department will not hesitate to relieve me by any officer, who, in its opinion, is more able to execute that in which I have had the misfortune to fail, the capture of Charleston. No consideration for an individual officer, whatever his loyalty and length of service, should weigh an instant if the cause of his country can be advanced by his removal.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 20th, 1863.

Captain J. RODGERS, United States Ship Weehawken:

SIR:—I have to request that you will give me all the facts and circumstances attending the use of the Ericsson raft, which with so much zeal and energy you attempted to render of service, not alone in the attack on Charleston, but afterwards with its missiles to make it available in blowing up the Keokuk.

In other words, I should like to have embodied in official form the several verbal reports you have made to me on this subject, from time to time.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 20th, 1863.

Lieutenant Commander L. H. NEWMAN, United States
Ship Nantucket:

SIR:—I have addressed a communication to Captain John Rodgers, requesting him to give me all the facts and circumstances attending the use of the Ericsson raft attached to the Weehawken.

As you were executive officer of the Weehawken at that time, and may have some distinct knowledge of your own, I desire that you will give, in an official form, all the information you possess on this subject.

Respectfully,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 21st, 1863.

Captain C. O. BOUTELLE, Assistant Coast Survey, United
States Coast Survey Steamer Bibb:

MY DEAR SIR:—Will you do me the favor to state in writing what you incidentally mentioned to me some time back, as to the explanation made to you by Mr. C. C. Fulton, editor of the Baltimore Amer-

ican, in relation to his correspondence with that paper, while on board the United States transport Ericsson, particularly as to his relations with the Navy Department in reference thereto.

Events have occurred which may render this information important to me, and I should regret to misquote you, or any one else, in connection with the subject matter of it.

I am yours,
S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 21st, 1863.

Commodore T. TURNER, United States Ship New Ironsides,
off Charleston :

COMMODORE:—I have received a copy of your communication of March 11th, in reference to the flag which should be worn by an officer holding the rank of commodore.

I took no official notice of that communication, because I was under the impression that our conversation on the subject was entirely satisfactory, and that it was a matter which the Department alone could regulate.

As you request me to make a decision, I therefore have to direct that you will hoist no broad pendant or insignia, as I have no authority to allow any deviation from emblems now authorized.

To prevent any misunderstanding now, or in future, with others, I avail myself of this occasion to say that your authority off Charleston is in virtue of your being

the senior officer present, and is entirely irrespective of your rank. A lieutenant left as senior officer has precisely the same authority as a commodore, captain, or commander. As I hear officers speak of commanding a "division," I think it best to correct this officially.

The Department alone can divide a squadron and appoint an officer to its command. I have *stations* here, and of course the senior officer commands.

I shall forward your communication to the Department by next mail.

Respectfully,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 22d, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :
Washington, D. C. :

SIR:—I desire to call the attention of the Department to an article published in the *Baltimore American*, of April 15th, describing and commenting upon the attack by the iron-clads under my command, on the forts at Charleston, in terms injurious to myself, unjust to the officers whom I had the honor to lead, derogatory to the reputation of the naval service, and utterly false in its most important particulars.

I should not consider it necessary or proper to bring this matter to the notice of the Department, but for two reasons, which seem to demand it. These reasons are, first, that the writer of the article in question, well known to be Mr. C. C. Fulton, of the

Baltimore American, came here in the steamer Ericsson, when that vessel, chartered by the Navy Department, brought to this port rafts and torpedoes; and came, I have understood, by the sanction and with the permission of the Department. With this understanding I permitted Mr. Fulton to go to the Ogeechee in the Coast Survey steamer Bibb, Captain Boutelle, placed under my direction and protection by Professor Bache, superintendent of the Coast Survey. As the time came near for the attack upon Charleston, Mr. Fulton was still on board the Ericsson, from which vessel he again went on board the Bibb, and took up his quarters with Captain Boutelle.

Secondly, I learned from Captain Boutelle, quite accidentally, that Mr. Fulton was under an obligation to send a duplicate of his correspondence to the Assistant Secretary of the Navy, for his censorship, before it could be published. An editor and correspondent of an influential newspaper, domiciled with the permission of the Department on board a steamer under its control, and submitting his letters to the inspection of one of its highest officials, is manifestly in a different position from ordinary correspondents of the press, and when a reporter thus situated writes of an action which he witnessed at a distance, and presumes to represent the sentiments of nine-tenths of the officers present, it becomes advisable to place upon the record of the Department a refutation of his calumnies.

Although I cannot doubt, from the statements of Captain Boutelle, copies of whose letters on the subject I enclose, that Mr. Fulton had engaged to submit his correspondence to the revision of the Assistant Secretary of the Navy, I desire to state here, most expli-

citly, that I do not for a moment suppose he complied with that arrangement in this instance. The honor and the high standing of the naval service of the United States, as signally manifested in this war, as in other wars, must be as dear to the Assistant Secretary as to myself, and to my brother officers; and it is simply impossible for me to believe that he should have been aware, before its publication, of the infamous statements contained in this letter.

But, as Mr. Fulton avowed to Captain Boutelle, and to others, that he bore this semi-official relation to the Department, and as the Department afforded him, if I have been correctly informed, the opportunity to be present, it seems right that I should, at least, deny his statements in a communication which will find its place upon the records of the Department.

Mr. Fulton assumes to express the feelings of nine-tenths of the officers, and of *all* the spectators of the action, as to the farcical nature of the assault, and its disgraceful abandonment.

One of the spectators, whose opportunities for observation were certainly equal to those of Mr. Fulton, whose education as a soldier, and whose position as the general commanding the land forces, then awaiting the result of the naval attack, should entitle his opinions to at least equal consideration, has expressed his impression of the assault in terms very different from those employed by the editor of the *Baltimore American*. And here I am content to rest the matter as far as spectators are concerned.

As to the opinions of nine-tenths of the officers in favor of the renewal of the attack, I have only to say that I am not aware of what the impressions of so large a portion of the squadron may be; but, what

is perhaps more german to the matter, the nine captains of the nine iron-clad vessels, and my fleet captain, were unanimous in their conviction that the attack should not be renewed; and as the evidence of experts upon the spot is to be preferred even to that of other experts remote from the scene of action, whose opportunities for observation are less favorable, I am at a loss to know how my own determination, not to resume the offensive, could be strengthened.

This writer for the press makes me hold a council-of-war after the attack. I did not hold a council-of-war either before or after the attack; nor have I ever held a council-of-war in all my life. I did not desire to throw upon the gallant officers who commanded the iron-clads, and who had so nobly borne themselves in this novel mode of warfare, any of the responsibility which pertained to my own station; and I did not hear their opinion as to the withdrawal of the fleet until after I had announced my own determination in the matter.

My decision on the evening of the battle, after ascertaining the injuries received by the vessels, was entirely my own; and, after further developments, upon a more complete examination than was then practicable, the correctness of that decision is fully confirmed.

It was, however, most gratifying to me to find my own determination receive the unanimous and cordial support of all the commanders of the iron-clads upon the day after it had been announced, when they called upon me and expressed, in emphatic terms, their conviction that a persistence in the naval attack upon Charleston, with the means at my disposal, could afford no hope of success, and could not fail to result in disaster.

The Department selected these captains with care, and with a full knowledge of their high professional character; and I suppose that their opinion, thus coinciding with my own, and with those of my well tried chief of staff, will stand the test of impartial and intelligent criticism, even if adverse to those of the correspondent of the *Baltimore American*.

When I made the signal to withdraw from action, on the evening of the 7th, the *Ironsides* was but slightly injured, though she had been under a heavy fire. I did not then know the condition of the monitors, and I recalled the ships only because it was too late to attempt further to force the obstructions that night. Subsequently, when I learned from the several captains the difficulties they had encountered, the extent of the damage they had sustained in their hulls and turrets, and the fact that five out of eight of their vessels were, for the time, either wholly or half disabled as to the use of their guns, it was made perfectly clear to my mind that, once entangled amongst the obstructions, should we attempt to pass them under a fire so crushing as that from the forts had been, even the extraordinary power of endurance pertaining to these monitors could not sustain this fire again during another hour of attack.

This correspondent reports that on the morning of the 8th, Mr. Stimers and his workmen had put all the monitors in as good condition as they had been on the 7th, before the action; that the turret of the *Nahant* was freed from the difficulty which had prevented it from revolving, and that the workmen had all left, at one o'clock, reporting every difficulty as to the working of turrets, guns, etc., fully remedied.

The turret of the *Nahant* did not begin to turn

until 5 p. m., and it was late at night before she could have gone into action again. Seventy-six bolts were driven out of her turret and pilot-house, which could not be replaced, and she would have been utterly disabled by a few more shot. The Weehawken thought her battery was in good condition; whereas, it was discovered that her eleven-inch gun was disabled, and it is not yet repaired. I will only add here, that the side armor of the Weehawken, at the water's edge, was pierced through, and the wood laid bare; one more blow there, and she would have gone down. I am having a careful drawing made of this fracture to send to the Department.

The repairs that it was practicable to make at the time were of course slight, and temporary in their character. I had hoped that those made on the Passaic, after the Ogeechee affair, would carry her through this fight, but she broke down in forty minutes, in a worse manner than she did under her eight hours fire from Fort McAllister. The Nahant and Patapsco, unhurt in that engagement, were almost immediately crippled in this one.

I visited the monitors on the 18th inst., and upon examining into their condition myself, I found their captains had rather underrated the damage they had received, and so far from the seven vessels being in as good order by noon of the 8th as they had been at noon of the 7th, according to Mr. Fulton, three of them are now, at this date, in Station creek, undergoing important and much needed repairs. I wish I would get them out in as good order as they were at noon of the 7th.

The writer states that the naval officers, and myself, have been haunted and oppressed by the dread

of invisible torpedoes, and of other obstructions in the channel; that the fear of these ghosts prevented the success of the attack; that the Navy Department had provided means for the removal of these torpedoes, and that the naval officers were afraid to use them.

Torpedoes are not placed so as to be visible. The Cairo was destroyed by an invisible torpedo in the Western waters; the Montauk was damaged by an invisible torpedo at Ogeechee; an invisible torpedo exploded under or near the Weehawken, from whose propeller shaft 250 feet of rope, then fouled around it, have just been removed, and the Patapsco was brought up by and hung on to an invisible obstruction for ten minutes in the focus of the storm of shot. To have ventured further into that labyrinth would have been to anchor the vessels helplessly by their sterns (those of them at least that escaped the invisible torpedoes), and thus expose them to a fire which they could neither endure nor effectively return, and, finally, to have allowed them to fall into the possession of the enemy.

Imputations like these upon the judgment, the conduct, and the courage of officers of high character, and of long standing in the service, who have been tried over and over again in this war, and who, in my judgment, have no superiors in the navy, coming from a person in a manner endorsed by the Navy Department, and in communication with it, have not been received with perfect composure. If Mr. Fulton is correct in his impeachment of these gentlemen, then the captains of the four leading monitors, whose orders were to pass around to the northwest side of Sumter, and gain a position off its inner face, failed in their duty to me, to the service, and to their country. Either they were un-

worthy of the occasion, or Mr. C. C. Fulton is guilty of the most inexcusable calumny.

One more item, and I have done. Mr. Fulton avers that sufficient experiments were not made with the rafts and torpedoes, and states they were condemned without examination, from a dislike to Ericsson and his naval innovations. I refer the Department to the letter of Captain John Rodgers upon the matter of the rafts and torpedoes, as satisfactorily disposing of the question of experiments, and of their use or disuse in the attack upon Charleston.

As to the officers of the monitors being afraid to blow up the Keokuk with these appliances, Mr. Fulton certainly had the means for obtaining accurate information upon this point, from Chief Engineer Robie, who was likewise quartered on board the Ericsson. The Weehawken, Captain John Rodgers, was put at the disposal of Chief Engineer Robie for this purpose, and every facility given to them in my power to afford. This engineer, who was sent out by the Department in charge of the rafts and torpedoes, did not find it practicable to use the torpedo against the Keokuk, then lying hard aground, remote from other vessels, and undisturbed by any fire from the enemy.

It is possible to ask too much of men at certain times, and under certain circumstances; and, in this instance, to have attached these rafts and torpedoes to the bows of the monitors, with the expectation that these vessels could be fought amid such a storm of shot and shell from the enemy, and at the same time carry on submarine mining operations, would, perhaps, have overtasked the faculties of most persons, and, in all probability, have "hoist the engineer with his own petard," or, if not him, his friends instead of his enemy.

I now take leave of this, the most odious subject I have ever had occasion to notice. Some other assertions of Mr. Fulton, which might be flatly contradicted, I have not discussed; nor have I thought it worth while to consider his opinion upon purely professional points. To undergo the fire of the enemy, and the stabs of an assassin of character, at one and the same time, is too much for my philosophy; and for my further protection against assaults of the latter kind I look for and expect the countenance of the Department.

I make this request to the Department because up to the latest dates received here none of my official reports had been published; while the statements which I have made the subject of this communication have been spread unanswered throughout the country.

So far as I have seen, the tone of the press, generally, has been just, and in many instances generous. The exception is the *Baltimore American*, which seems to have had its own hostile proclivities heightened by an association with an officer of the service whose name appears frequently and prominently, in its report, in connection with the repairs upon the iron-clads, and in relation to the torpedoes and the rafts. I mean Mr. A. C. Stimers, a chief engineer in the naval service of the United States.

Very respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., April 27th, 1863.

Captain P. DRAYTON, U. S. S. Passaic; Senior Officer present,
North Edisto :

SIR :—I should be doing injustice to my feelings and convictions as an officer, were I to permit you to leave this squadron without expressing my very high appreciation of your services in it, now covering a period of eighteen months.

In the fierce conflict which led to the capture of the Port Royal forts, and in the attack on Sumter and the defences of Charleston, so unequal and desperate, you were under my own eye, and I need not add, on both occasions, you maintained your high reputation.

But to these are to be added your operations in and occupation of St. Helena Sound ; then in the North Edisto, and its occupation ; your leading the small vessels of the squadron through Cumberland Sound, capturing Fernandina, and re-hoisting the flag of the Union on Fort Clinch ; and, afterwards, your services in the Stono river, as senior officer, highly important in their character, and especially satisfactory to me, and wherein you co-operated with the army, noticed with high commendation in a general order issued by the commanding general of this Department.

To this long list must be added your recent services on the Ogeechee. Eight hours bombardment of Fort McAllister, gallantly sustained, though terminating, as you predicted, without success, was highly creditable to yourself, officers, and crew.

These are services of which any officer may be proud, and it gives me no ordinary gratification to enumerate them.

On a recent occasion, too, you gave further evidence of that uncompromising devotion, under trying circumstances, which has marked your loyal and patriotic course through this war. I allude to your declining the command of the Powhatan, a vessel more suited to your rank, when I offered her to you some time before the attack on Charleston, preferring to share the dangers of that undertaking in the iron-clad Passaic.

Wishing you a safe passage, I am respectfully your obedient servant,

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 1st, 1863.

Lieutenant Commander G. E. BELKNAP, United States Ship
New Ironsides:

SIR:—I regret extremely that it is not in my power to grant your request for a leave of absence, for it would give me pleasure to show in any way my appreciation of you and your services, as an officer in this fleet, so frequently brought to my notice by Commodore Turner, as well as from my own observation; but the exigencies of the public service will not admit of it.

In a few instances, when the duties of the officer could be fulfilled during his absence, or his services spared, I have assumed the authority to grant a short leave; but the general orders of the Department have not authorized my doing this.

Respectfully,
S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 1st, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—I have the honor to report the following positions on blockade of the vessels of this squadron :

At Georgetown, United States ship Conemaugh.

Off Bull's Bay, United States ship Lodona.

Off Charleston, United States steamers New Ironsides, Canandaigua, Flag, South Carolina, Augusta, Paul Jones, Huron, Unadilla, Wamsutta, schooners G. W. Blunt and America.

In Stono, United States steamers Pawnee and Commodore McDonough; mortar schooner C. P. Williams.

In North Edisto, United States iron-clads Patapsco, Nahant, Catskill, Nantucket, Montauk; United States Steamers Sebago, Seneca; mortar schooners Para and Norfolk Packet. •

In St. Helena Sound, United States bark Kingfisher.

In Wassaw Sound, United States ship Cimerone.

In Ossebow Sound, United States ship Dawn.

Guarding St. Catherine's, Doboy, Sapelo, and St. Simon's Sounds, United States steamers Keystone State, Potomska, Madgie; barks Braziliera and Fernandina.

In St. Andrew's, United States bark Midnight.

At Fernandina, United States steamer Mohawk.

In St. John's river, United States steamers Norwich and E. B. Hale.

In Port Royal, flag ship Wabash; store ships, Vermont, Courier, and Valparaiso; undergoing repairs and taking in stores, iron-clad Weehawken; steamers Housatonic, Powhatan, Marblehead, Stettin, Uncas; tugs

Daffodil, Oleander, O. M. Pettit, Columbine, Dandelion, and Rescue.

The United States schooner Hope is used as a dispatch boat.

The James Adger has gone to New York, having in tow the United States iron-clad Passaic; sent North in obedience to orders from the Department.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 3d, 1863.

Hon. GIDEON WELLES, Secretary of the Navy.

SIR:—I herewith inclose copies of the reports (marked Nos. 1 and 2) of Commander Downes, of the Nahant, and his First Assistant Engineer, F. J. Lovering, an experienced officer, respecting the turret of that vessel.

I also inclose (marked No. 3) a slip from the Baltimore American, written, there is every reason to believe, either by Mr. Fulton or Mr. Stimers, in which, among other things, it is stated "that the damage done to the Nahant, Passaic, and Weehawken, the only vessels of the fleet really injured, was completely remedied before noon on Wednesday. The turret of the Nahant is represented to have been wedged by a shot striking it at the lower edge, where it comes in contact with the deck. This was not the case; and it was restored to working condition, early next morning, by Mr. Farren, who found that the difficulty was in the socket of the turret, at

the very bottom of the vessel, which had been jarred out of its place by a heavy concussion on the upper edge of the turret. In two hours he had it revolving at the rate of one and a half minutes to the current."

The Department will perceive by the reports of Commander Downes and Mr. Lovering, that the turret of the Nahant is not yet in working order; that as late as April 28th, with thirty pounds of steam, it required two minutes and forty seconds to make one revolution; and when the pressure was reduced to twenty-three pounds the turret stopped.

Respectfully,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 4th, 1863.

Major-General D. HUNTER, Commanding Department
of the South:

GENERAL:—I have delayed several days in replying to your communication of the 29th ult., for reasons set forth in my private note of that date.

In the meantime I have given the subject matter of your letter mature consideration, for I am anxious to join you in anything that will promote the ends in view.

Yet, General, for the present, and until I can gain some more definite information as to the position of the enemy's floating battery Georgia, and the probability of our being able to do it the slightest injury, it might not be advisable to proceed, and for the following reasons:

1st. That nothing but a feint or demonstration can be made against Savannah.

2d. That which you and I intend merely as a demonstration, with a definite object to accomplish thereby, will be considered another repulse, or failure, by the rebels.

3d. That if troops follow our iron-clads, and we do not land, it will be looked upon in the same light at the North.

Should you see these things in the same light, I should prefer deferring, for the present, operations in that quarter.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,

Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 12th, 1863.

Charges and specifications of charges preferred by Rear Admiral Samuel F. Du Pont, commanding South Atlantic Blockading Squadron, against Chief Engineer Alban C. Stimers, of the United States Navy.

CHARGE FIRST. — *Falsehood.*

Specification.— In this, that between the eleventh and fifteenth days of April, eighteen hundred and sixty-three, the said Alban C. Stimers, a chief engineer in the United States Navy, being then on board the steam ship Arago, by the authority and direction of Rear Admiral Samuel F. Du Pont, commanding the

South Atlantic Blockading Squadron, the said Arago being then on her passage from Port Royal, South Carolina, to New York City, via Charleston bar, did, at the table of said steamer, in the presence of officers of said steamer, and other persons, a number of whom were correspondents of the public press, and at divers other times during the passage of the said steamer, falsely assert, knowing the same to be untrue, that he was told by one or more of the commanders of the iron-clad vessels engaged in the attack upon the forts and batteries in Charleston harbor, on the seventh day of April, eighteen hundred and sixty-three, that the attack of that day ought to have been renewed; and that they did further state to him that the said iron-clad vessels were in fit condition to renew it; and the said Alban C. Stimers did further falsely assert, knowing the same to be untrue, that several of the commanders of the said iron-clad vessels had said to him, or in his presence and hearing, that they, the said commanders, were, after the attack aforesaid, "hot for renewing the engagement," or words to that effect.

CHARGE SECOND.—*Conduct unbecoming an officer of the Navy.*

WITNESSES :

Brigadier-General George H. Gordon, United States Army.

Henry A. Gadsden, captain of the Arago.

Frederic Gratageau, purser of the Arago.

Arthur Hughes, chief engineer of the Arago.

Fernandez, doctor of the Arago.

I. H. Baxter, chief officer of the Arago.

C. C. Fulton, editor and proprietor of the Baltimore American and Commercial Advertiser.

Colwell, of New York, builder of one of the iron-clads, passenger in the Arago.

Mars, coppersmith, of New York, passenger on the Arago.

Commodore Thomas Turner, United States Navy.

Captain Percival Drayton, United States Navy.

Captain John Rodgers, United States Navy.

Captain John L. Worden, United States Navy.

Commander Daniel Ammen, United States Navy.

Commander Donald McN. Fairfax, United States Navy.

Commander John Downes, United States Navy.

Commander Alexander C. Rhind, United States Navy.

Assistant Surgeon George D. Slocum, United States Navy.

Acting Assistant Paymaster A. S. Poor, United States Navy.

Specification.—In this, that between the eleventh and fifteenth days of April, eighteen hundred and sixty-three, the said Alban C. Stimers, a chief engineer in the United States Navy, being then on board the steamship Arago, by the authority and direction of Rear Admiral Samuel F. Du Pont, commanding South Atlantic Blockading Squadron, the said Arago being on her passage from Port Royal, South Carolina, to New York City, via Charleston bar, did, at the table of said steamer, in the presence of officers of the said steamer, and other persons, a number of whom were correspondents of the public press, and at divers other times during the passage of the said steamer, with the intent to disparage and injure the professional reputation of his superior officer, Rear Admiral Samuel F. Du Pont, criticise and condemn, in terms unbecoming

the circumstances, and his position as an officer of the navy, the professional conduct of his superior officer, Rear Admiral Samuel F. Du Pont, in the attack upon the forts and batteries in Charleston harbor, on the seventh day of April, eighteen hundred and sixty-three; and did, with the like intent, knowingly make false statements, using among other improper and unfounded expressions, words in substance as follows: "That the monitors were in as good condition on Wednesday, the eighth day of April, eighteen hundred and sixty-three, after they had undergone some slight repairs, to renew the attack, as they had been to commence it the day before; that they could go into Charleston in spite of guns, torpedoes, and obstructions; and that Rear Admiral Du Pont was too much prejudiced against the monitors to be willing to give them a fair trial.

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 12th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:
Washington, D. C.:

SIR:—I have the honor to enclose charges and specifications against Alban C. Stimers, a chief engineer in the navy of the United States, and to request the Department to arrest this officer, and to send him to this station for trial, where most of the witnesses are.

In order to ascertain with more precision the extent of his un-officer-like conduct, and disregard of

truth, I was compelled to wait for the arrival of the Arago, on her present trip.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 14th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C.:

SIR:— Acting Master W. R. Cressy, commanding the armed store ship Courier, has been in connection with this squadron since its formation, having, with the Vandalia, convoyed the coal fleet in October, 1861, as part of the expedition against Port Royal.

Since the above period, Acting Master Cressy has been much under my own observation in this harbor; he has always been prompt in the discharge of his duties, kept his ship in good order, and his crew in proper discipline, delivering the public stores with system and dispatch, and has given me entire satisfaction.

Acting Master Cressy is desirous to have the command of a steamer, and I do not hesitate to recommend him for this position, believing him well entitled to the consideration of the Department.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 24th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—I herewith inclose (marked No. 1) an application to me, from Chief Engineer R. W. McCleery, for a leave of absence for a month or six weeks.

The reasons assigned by him are very strong; but I do not feel authorized, though approving his request, to grant him leave for the length of time asked for. I have therefore directed him to proceed North in the Massachusetts, report to the Department, and make his application in person.

Chief Engineer McCleery has been most continuous in his services, not only as engineer of the Wabash, but as superintending the constant repairs required by the different vessels of the squadron; and which he has done in a manner to meet my cordial approbation. The hot season is beginning, and I deem it but just that this officer, now absent from his home five years, and who has been overworked here, should have some relaxation.

In his absence, and until his return, First Assistant Engineer H. B. Nones, of the Powhatan, takes his place.

Should the Department not be disposed to grant his application, Mr. McCleery may return in a supply vessel.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 26th, 1863.

Major - General D. HUNTER, Commanding Department
of the South:

GENERAL:—I have received with great pleasure your letter of yesterday. It would have greatly pained me if any misapprehension should have interrupted the cordial relations which have ever marked our official intercourse, holding as we do such important commands on this coast, each of which having its special difficulties, and I am also certain that you would equally have regretted any such circumstances.

I enclose a copy of the only letter I have written to the Navy Department on the subject of the prisoners in question; the reply to which, dated the 13th inst., and received the 21st, informs me of the paroling of the officers of the Isaac Smith, and directs me to send the prisoners to Lieutenant Colonel Ludlow, at Fortress Monroe.

I will continue to hold them on board of the Vermont until I can inform the Department of your request to hold them as hostages, and I would respectfully recommend, General, that you follow your first intention of writing to the President, or Secretary of War.

For, as the naval prisoners on this coast, including the officers of the Isaac Smith and Flambeau, have now been exchanged, the Navy Department *might* have the intention of exchanging these men for *naval* prisoners in the West, or elsewhere.

In the meantime, I think their presence on board the Vermont will have all the moral effect you can desire, and prevent any attempt on the part of the rebels carrying out what you and I would so quickly resent.

You will ever find me ready to co-operate in any duties which may pertain to us in common, and I especially desire to express my heartfelt sympathy in those delicate circumstances of your command, which you have so powerfully and clearly set forth in your interesting communication of last evening.

Perhaps I was not sufficiently particular in explaining to you that I had no other object in reference to this matter of the prisoners, than to keep myself technically right with the Navy Department.

I have the honor to be, General, with great respect, your obedient servant,

S. F. DU PONT,

Rear Admiral,

Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,

Port Royal Harbor, S. C., May 27th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—I have the honor to acknowledge the receipt of your letter of the 15th inst., enclosing one from the Assistant Secretary of the Navy, which you are pleased to say will show me the injustice of my suspicions and conclusions in regard to that gentleman.

I beg leave most respectfully to state that in my communication to the Department I expressed no such impressions or conclusions as are attributed to me. On the contrary, I explicitly declared my belief that Mr. Fox had never seen the scandalous account of the action at Charleston, in the *Baltimore American*, or authorized its publication; but I did call the attention of the Navy Department to the fact that this

account was published over the initials of the editor of the American, who was domiciled on board a naval transport, and had openly declared, on this station, that his letters to his paper were submitted to the censorship of the Assistant Secretary, and that he was authorized to suppress any portion of them to which he might object. Mr. Fox asserts, precisely, that in which I had already formally expressed my belief.

I have not troubled the Department with other libelous attacks which have appeared in a few journals of the day, and I should not have called its attention to that in the Baltimore American, had not its editor assumed to speak with the concurrence of the Department, by pretending to submit his letters to the revision of one of its highest officials.

Mr. Fox states that Mr. Fulton was under no obligation to send his letters from this squadron to him, and that he has never seen the letter of which I complained, either in print or manuscript. It is, therefore, to be presumed that the letter was never sent to Mr. Fox, and that Mr. Fulton's statement was utterly untrue, and his ostentatious exhibition of envelopes with the printed address of the Assistant Secretary was only intended to give a false respectability to his correspondence. It was this falsely assumed connection of Mr. Fulton with the Navy Department of which I complained; stripped of that, his libels are simply deserving of contempt.

I should deeply regret having done injustice to Mr. Fox, with whom I have always held the most friendly and cordial relations; and I therefore congratulate myself that in calling the attention of the Department to Mr. Fulton's pretensions, I held the following explicit language:

"Although I cannot doubt, from the statements of Captain Boutelle, copies of whose letters I enclose, that Mr. Fulton had engaged to submit his correspondence to the revision of the Assistant Secretary of the Navy, I desire to state here, most explicitly, that I do not for a moment suppose that he complied with that arrangement in this instance. The honor and the high standing of the naval service of the United States, as signally manifested in this war, as in other wars, must be as dear to the Assistant Secretary as to myself, and to my brother officers; and it is simply impossible for me to believe that he should have been aware, before its publication, of the infamous statements contained in this letter."

You are also pleased to say that I am aware that the press of the country has been generally lenient and indulgent to me. You must pardon me for taking exception to this statement. I admit that the public press has been generally just and generous towards me; but there can be no leniency where there has been no offence, and I claim to have done my whole duty to the country, faithfully and skillfully, in the attack which I made upon the defences of Charleston; and, while I gratefully prize the generous spirit with which my countrymen have received this great disappointment, I ask for no leniency. The terms in which the Department is pleased to comment upon the expression of my regret that the official reports of the attack upon Charleston had not been published, are not gratifying to me; but it is my duty to submit to your decision, and I shall offer no further comment upon the terms in which that decision is conveyed.

I desire to call the attention of the Department to its statement that I precipitately withdrew from the harbor of Charleston, abandoning the great object for which we had labored for so many months. This charge is a serious one, and highly derogatory to my

professional character. When I withdrew the iron-clad vessels from action, on the evening of the 7th, I did so because I deemed it too late in the day to attempt to force a passage through the obstructions which we had encountered, and I fully intended to resume offensive operations the next day. But when I received the reports of the commanders of the iron-clads as to the injuries those vessels had sustained, and their performance in action, I was fully convinced that a renewal of the attack could not result in the capture of Charleston, but would, in all probability, end in the destruction of a portion of the iron-clad fleet, and might leave several of them sunk within reach of the enemy; which opinion I afterwards learned was fully shared by all their commanders. I therefore determined not to renew the attack.

But, had not my professional judgment, sustained by all my commanding officers engaged in the attack, decided against further operations, I should have felt compelled, by the imperative order of the Department, dated the 2d of April, and received on the 9th, to withdraw my vessels. The words of this dispatch I beg leave to recall to the attention of the Department:

"The exigencies of the public service are so pressing in the Gulf that the Department directs you to send all the iron-clads that are in a fit condition to move after your present attack upon Charleston directly to New Orleans, reserving to yourself only two."

Accompanying this dispatch was an unofficial letter from the Assistant Secretary, giving the reasons for this order, and closing with this remark: "This plan has been agreed upon after mature consultation, and seems to be imperative." These documents were received, as I have stated, on the 9th of April, and from

the hands of Colonel Hay, the private secretary of the President; and three days later I re-crossed the bar and proceeded to Port Royal to put the iron-clads in condition for the new duty assigned them.

In conclusion, I respectfully submit that there has been no labored effort on my part to depreciate the iron-clad vessels under my command, unless to report their obvious defects, and place the Department in possession of the result of the experience gained by their commanders and myself in battle, may be so construed.

To report their defects was not only my plain duty, but was also in compliance with an order from the Department to the commanders of the iron-clad vessels. I cannot therefore but express my surprise that the Department should have felt authorized to characterize the performance of this obvious duty as a labored effort to depreciate the powers of assault and resistance of the iron-clads.

Very respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,

Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., May 27th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—After addressing the Department in reference to the prisoners on board the Vermont, I received an earnest request from Major-General Hunter to turn them over to him to be retained as hostages, he having received information that one of his captains had been executed by the rebels.

Having referred their case to the Department, I considered it my duty to wait for its decision, and so informed General Hunter. Since then I have received the Department's reply to my communication, informing me of the parole of the officers of the *Isaac Smith*, and authorizing my sending the prisoners to Fortress Monroe for exchange.

I have promised General Hunter to retain them still on the *Vermont* until I can hear again from the Department; giving him time also to refer the matter himself, should he desire to do so. I hope the Department will approve my doing this.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,

Commanding South Atlantic Blockading Squadron.

Flag Ship *Wabash*,

Port Royal Harbor, S. C., May 28th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C.:

SIR:— I have the honor to acknowledge the Department's dispatch of May 15th, enclosing a copy of a letter from Acting Lieutenant Conover, in reference to the defences of the city of Charleston.

Lieutenant Commander Bacon, of the *Commodore McDonough*, reported to me, shortly after the capture of the *Isaac Smith*, the result of the reconnoissance up the Stono river spoken of by Lieutenant Conover. The depth of water found at the mouth of Wappoo creek, at low water, was two feet, and the rise and fall of the tide six to seven feet, giving the greatest depth, at high tide, from eight to nine feet.

The Isaac Smith was one of the lightest draft gunboats in the squadron, with a formidable battery, drawing about nine feet, and, as Lieutenant Commander Bacon informs me, her captors took four days to get the vessel through this cut, taking out her guns and lightening her in every way.

Lieutenant Conover, in recommending the attack of Fort Pemberton by iron-clads, seems not to have been aware that none of the monitors, owing to their draft, can cross Stono bar.

All operations in Stono river can only be conducted by wooden gunboats.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,

Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 1st, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C.:

SIR:—I have the honor to report to the Department the following positions, on blockade, of the vessels of this squadron:

Off Morrill's Inlet, United States steamer Flambeau.

At Georgetown, United States steamer Conemaugh.

Off Bull's Bay, United States steamer South Carolina.

Off Charleston, United States steamers New Ironsides, Canandaigua, Housatonic, Powhatan, Flag, Augusta, James Adger, Sebago, Lodona, Unadilla, Marblehead, Ottawa, Stettin, Dandelion, and schooner Norfolk Packet.

In Stono Inlet, United States steamers Pawnee, E. B. Hale; mortar schooner C. P. Williams.

In North Edisto, United States iron-clads Patapsco, Catskill, Montauk, Nahant, and Nantucket.

In St. Helena, United States bark Kingfisher.

In Wassaw, United States steamer Cimerone.

In Ossebaw, United States steamer Dawn.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's, United States steamers Paul Jones, Wamsutta, Madgie, and bark Fernandina.

In St. Andrew's, United States bark Midnight.

At Fernandina, United States steamer Mohawk.

In St. John's, United States steamers Norwich and Uncas.

In Port Royal, United States flag ship Wabash; store ships Vermont and Valparaiso; iron-clad Weehawken.

Undergoing repairs and taking in stores, Chipewewa, Huron, Wissahickon, Commodore McDonough, Keystone State, Wamsutta, bark Braziliera; tugs Oleander, Daffodil, O. M. Pettit, Rescue, Columbine, and dispatch vessel Hope.

As guard ship, Port Royal Harbor, United States mortar schooner Para.

Respectfully,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 3d, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR : — I had the honor, in a previous dispatch, to report to the Department the necessity of increasing the vessels in this squadron in order to make the blockade more effective, particularly off Charleston.

I desire now to call the attention of the Department to another important point in connection with the blockade of this coast.

It has, hitherto, been maintained by wooden vessels, many of which are of the most vulnerable character; but the time is approaching when they will be liable, at any moment, to be driven off by iron-clads of the rebels from the harbors of Charleston and Savannah, and, if report speaks true, by iron-clads from abroad. To meet this serious difficulty, I have only one vessel which can do outside blockading duty, and that is the *New Ironsides*; and her commander expresses doubts of her ability to remain off Charleston in the hurricane season. The other iron-clads, the monitors particularly, in the coming hot season, are totally unfit for this duty. They are not sea-going or sea-keeping vessels. In even a slight sea, the hatches must be battened down; and the effect upon the crew, if continued for a brief period in hot weather, would be most deleterious; indeed, in such weather they are not habitable. But, in addition to this very serious objection, the speed of these vessels, owing to the foulness of their bottoms, is so low that they are not only unfit to chase, but in a gale of wind could not keep themselves from going ashore. Even in a strong tide-way, owing to the deficiency or weakness of their ground-tackling, they frequently get adrift. These vessels can maintain a blockade in inland waters; but the nearest point to Charleston where they can be placed is North Edisto.

I have, on different occasions, referred to the*qualities of these iron-clads for keeping the sea, but I deem it my duty to call the attention of the Department to them in an especial dispatch.

In this connection I forward a copy of a letter from

the commanding officers of the iron-clads, addressed to me when they understood it might be deemed necessary to order them on blockading duty off Charleston.

Very respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 3d, 1863.

Commander W. E. LE ROY, United States Ship *Keystone State*,
Port Royal :

SIR:— You will proceed with the *Keystone State*, under your command, to Philadelphia, and report your arrival to Commodore Stribling, the commander of the yard, and through him to the Navy Department by letter.

On your way North you will stop off Charleston and communicate with Commodore Turner, of the *New Ironsides*, the senior officer present.

As you may be detached from the *Keystone State*, and may not return to this station, I take this occasion to express my warm commendation of your services in this squadron during the past eighteen months. Your cheerful and prompt manner always in executing my orders, the good order and discipline of your ship, of which I have had ample opportunity of judging, and your gallant conduct when attacked by the rebel iron-clads off Charleston, have all been highly appreciated by me.

Your services in this war, following immediately upon a full cruise on the coast of Africa, entitle you

to some relaxation from duty, but I hope, when you do return to active service again, you will be ordered to my command.

I will thank you to say to your officers and men that the Keystone State has always done her duty to my satisfaction, and that I part with her with regret.

Respectfully, etc.,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 3d, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—I have the honor to acknowledge the receipt of the Department's communication on the 14th ultimo, informing me of the receipt of my several dispatches, accompanied by the reports of the commanding officers who participated in the attack on the 7th of April last.

The tone of this communication is so different from the one which immediately followed it, dated on the 15th ultimo, and to which I have already replied by the *Arago*, that I desire to answer it more at length, and to meet the statements of the Department, as contained therein, as fully as may be in my power, and with every mark of consideration due to its distinguished head.

I am well aware, as the Department observes, that the results at Charleston were not all that were wished for; and I quite agree with the Department that there was, nevertheless, much in them that was gratifying; particularly that the loss of life was so

small, and the capacity of the iron-clads for enduring the hot and heavy fire brought to bear upon them, which would have destroyed any vessels of wood heretofore used in warfare, was made so evident; but I must take leave to remind the Department that ability to endure is not a sufficient element wherewith to gain victories; that endurance must be accompanied with a corresponding power to inflict injury upon the enemy; and I will improve the present occasion to repeat the expression of a conviction, which I have already conveyed to the Department in former letters, that the weakness of the monitor class of vessels in this latter important particular is fatal to their attempts against fortifications having outlying obstructions, as at the Ogeechee, and at Charleston, or against other fortifications upon elevations, as at Fort Darling, or against any modern fortifications before which they must anchor, or lie at rest, and receive much more than they can return. With even their diminished surface they are not invulnerable, and their various mechanical contrivances for working their turrets and guns are so liable to immediate derangement, that in the brief though fierce engagement at Charleston, five out of the eight were disabled; and, as I mentioned in my detailed report to the Department, half an hour more fighting would, in my judgment, have placed them all *hors de combat*.

The Department refers to its order of the 11th of April, and to a telegram from the President, which directed the retention of the military forces of the United States near to Charleston in view of operations elsewhere; and the Department states its impression that these dispatches were not in unison with my convictions; and expresses its regret that I should have

been pained by their nature, when nothing was further from the intentions of the President, or of the Department, than a design to censure me in those communications.

The letter of the Department, of the 11th of April, was unexceptionable ; but I certainly did consider the telegram of the President as implying a censure upon myself ; and I desire most respectfully to submit, as some evidence that such a belief was not unreasonably entertained by me, that the President, with great kindness, in a second dispatch, and before he could have known what impression his first had made, took occasion to state, much to my gratification, that he had not intended to censure me.

In regard to the subject matter of the order of the Department of the 11th of April, and to that of the accompanying telegram, I desire to state here that the order of the Department of the 2d of April had been received by me on the 9th, and was so imperative and so fully explanatory of the reasons for making it, that I had, as mentioned in my dispatch, No. 267, proceeded on the 12th, as soon as was practicable, to Port Royal with the monitors, to put them under repairs before sending them to their new destination. The order of the 11th, and the telegram, found me here in compliance of this previous order of April 2d.

It was in replying to this telegram, which I then believed to imply a censure upon my action at Charleston, that I deemed it due to myself to state that I had never advised the attack on Charleston ; and I perceive the Department has taken especial exception to this expression, and has dwelt upon it at considerable length in its letter to which I am now replying.

A reference to my correspondence with the Department, and more particularly to my letters to the Assistant Secretary of the Navy, will certainly show that I never advised the attack on Charleston at all; but that, if made, it should be accompanied by a sufficient number of troops to insure success; and an inspection of this correspondence, which, with the Assistant Secretary, was constantly maintained, and which put him, and, as I supposed, the Department also, in full possession of my views as to every matter connected with my command, will relieve me, I feel assured, from the imputation that I did not keep the Department sufficiently advised of my opinions as to the operations contemplated on this coast. And I beg to refer to the same correspondence, as containing all the information obtained by me from every source, in regard to the defences of Charleston; and if, after such information, Charleston harbor continued to be a sealed book to the Department, it was equally so to me.

The Department, in continuing its remarks upon the want of such information from me as the admiral commanding, observes, nevertheless, "that the feasibility and the probable results of the demonstrations that were to be made, had been canvassed and fully understood when I visited Washington last autumn."

The Honorable Secretary will remember how very few words passed on the subject between him and myself. It was, however, more fully discussed with the Assistant Secretary, who proposed that I should return to my station by way of Hampton Roads, in order that we might further canvass the matter, and he accompanied me that far from Washington. But nothing was matured, and for the reason that all was still in the vague future. Not a new iron-clad, except

the New Ironsides, was yet finished, and the original monitor was on the dock in the Washington Navy Yard. The defects of the New Ironsides were glaring, particularly the contracted size of her pilot-house, and its improper location behind the enormous smoke-stack, shutting out all view ahead, and most materially interfering with the management of the vessel in battle; defects painfully realized in the attack on Charleston.

I remember, however, that in our discussion, the confidence of the Assistant Secretary in the monitor class of vessels was so profound as to lead him to say that one monitor alone would cause the immediate evacuation of Charleston; upon which occasion, not entertaining such unlimited faith in the powers of those vessels, nor disposed to underrate an enemy, I took the liberty of reminding him that one monitor, aided by the Galena and Naugatuck, both iron-clads, with several wooden gunboats, had failed to take Fort Darling, notwithstanding the great gallantry displayed on that occasion.

The Department will therefore perceive that when I left Washington there was really nothing matured, though I was firmly impressed with the fixed determination of the Department that Charleston should be attacked, and that, with the iron-clads, the attack must be successful.

The powers and adaptability of these vessels were as much a sealed book to me as the defences of Charleston to the Department; but under all the circumstances, to wit, the imperfect knowledge of those defences, and of the powers of the iron-clads, in which the Department had expressed unbounded confidence, no officer could hesitate to make the experiment,—

and I gave to it my whole heart and energy, not hesitating to ask the Department for all the iron-clads that could be spared ; and I am happy to say that the Department spared no pains to increase the force of those vessels.

While preparations were making, and the completion of the monitors was going on, the trials in the Ogeechee took place. As the Department is aware, the results here were most discouraging. Two attacks, successively made by one monitor, with gunboats and a mortar vessel, had no effect on a fort of seven guns, protected with piling and torpedoes. This was followed by a bombardment of eight hours with three monitors, with the gunboats and three mortar vessels, and, as before, with a like result. The injuries to the monitors were extensive, and their offensive powers found to be feeble in dealing with forts, particularly earthworks.

It may, perhaps, be said that it was my duty to have placed before the Department, in more emphatic terms than were used by me, the deductions to be drawn from these preliminary trials ; for if three monitors, with gunboats and mortar vessels, following two previous trials on Fort McAllister, with one monitor and the wooden boats, had failed to reach or take a seven-gun battery, how were eight or nine iron-clads, of all kinds, to capture the defences of Charleston, consisting of continuous lines of works and forts extending for several miles, and mounting some hundreds of guns of improved make, and with a more complicated and more formidable system of obstructions ? But as these were deductions patent on the perusal of my dispatches, I did not deem it necessary to do more than lay all the facts of those trials before the Depart-

ment for its judgment and decision; and in my dispatch, No. 41, written as early as January 28th, 1863, I expressed myself as follows:

"My own previous impressions of these vessels, frequently expressed to Assistant Secretary Fox, have been confirmed; viz., that whatever degree of impenetrability they might have, there was no corresponding quality of aggression or destructiveness, as against forts."

* * * * *

"This experiment also convinced me of another impression, firmly held and often expressed, that in all such operations, to secure success, troops are necessary."

These facts, however, seemed not to have changed the views of the Department; and, in accordance with its previous orders, and its well-known determination to effect the capture of Charleston, I determined to make the experiment, and to risk, and possibly lose, whatever of prestige pertained to a long and successful professional career, in order to meet the necessities of the war, and the wishes of the Government.

The experiment was made; and, in my opinion, sufficiently, thoroughly, and conclusively. That it did not succeed in capturing the forts, and the city of Charleston, is a matter of regret as keen and of disappointment as great to myself, and to those who shared in it, as can be felt by the Department, or by the country. It was not, however, without important results; for it established anew the supremacy of artillery in forts, as against floating batteries, and confirmed the truth of the opinions expressed by me, in my previous dispatches, that in all such operations, to secure success, troops are necessary.

Had the land forces, on this occasion, been at all adequate to the emergency, the result might have been

all that the country desired. With the army in possession of the land approaches to Charleston, the attack from the sea could have been pushed to desperation, and the sacrifice of some of the iron-clad vessels could then have been properly made, as they would not have fallen into the hands of the enemy. But, unsupported by operations on shore, it would have been most culpable waste of material, upon an unjustifiable forlorn hope, to have carried the assault by sea to extremities, with the prospect of leaving a certain proportion of the iron-clads with the enemy, in condition, perhaps, to be raised and repaired by him, and afterwards used, from interior lines, most effectively against wooden blockaders.

The Department expresses disappointment at not receiving from me suggestions in regard to future movements.

I stated to the Department in my first report, on the 8th of April, that, in my judgment, to renew the attack would convert a failure into a disaster, and that Charleston could not be taken by a purely naval attack. In my detailed report of the 15th of April, I repeated that it was wholly impracticable to take Charleston with the naval force under my command.

In making the above declarations without reserve, with a full knowledge of the responsibility involved, and under a high sense of duty, regardless of consequences to myself, I thought that I would, at the same time, be relieving the Department of all embarrassment in reference to any immediate movements, and that the Department would appreciate my motives in so doing.

I did not, therefore, make any suggestions; but waited to hear from the Department in acknowledg-

ment of my reports ; and I deeply regret to say, that the long and unusual silence maintained by the Department has been to me a cause of very sore disappointment.

Coming out of a battle of so novel a character as to attract the attention of the world, and being the most momentous event in the service of this squadron since its victory in this harbor, the admiral commanding feels that he had a right to look for ordinary official courtesy, if not for approval. The Department has declined to let my countrymen see my official reports, and to this I submit; but the reasons assigned for this course surely did not preclude me from being honored by an acknowledgment of the receipt of my dispatches in the usual course of mail. For such acknowledgment, however, I waited in vain, until six weeks had elapsed after the battle ; and I had the mortification of reading European comments upon it before I received a line from the Department.

The favorable opportunity for the capture of Charleston presented itself when the gunboats first took possession of Stono Inlet, and the army landed, under their protection, on James Island, which at that time was not strongly fortified. The attack, however, failed from causes which it is not necessary to mention here, and the opportunity was lost.

James Island has been thoroughly protected since that event, and the labor upon the harbor defences has not ceased since the fall of Sumter.

When I stated to the Department that, in my opinion, Charleston could not be taken by a purely naval attack, I wished to be understood in the ordinary acceptation of those terms as used in war, and as conveying the idea of measuring the importance of

the operation with its cost. I do not doubt that there is material enough in the country to accomplish this result, in time; but nevertheless, obstructions in the way may be made insuperable, and to take a place it must first be reached.

By a siege, and with the aid of iron-clads armed differently from the present monitors, whose turrets could be relied upon to continue to turn, at least, for a few hours consecutively, and sufficient in number to relieve the disabled ones, the forts can be gradually reduced so as to get at the obstructions, which cannot be removed at night, or during daylight, by the monitors while under fire; but the Department will remember how opposed it was to taking Charleston by siege, whether from Morris Island, or elsewhere.

The season for such joint co-operation is now passing away, as during the summer James Island is said to be too unhealthy for whites to remain upon it. This, though bad for the enemy, would be fatal to our troops. It is probable, taking into consideration the number and the strength of the forts upon James Island, that military science would indicate Bull's Bay as the point from which the army should move. This bay was suggested as available for a base of operations against Charleston, by the board convened by the Department in 1861.

If a joint operation, on a sufficient scale, is not to be undertaken at this moment, I see nothing to recommend now but to endeavor to enforce the blockade of Charleston, which notwithstanding the presence there of a larger force than I have had before it previously, is more evaded than ever.

The safety of the blockading force must also be looked to, and I respectfully and earnestly appeal to

the Department to contemplate the condition of the blockade of the whole coast from North Carolina to Florida. If, as seems probable, it should have to contend with sea-going iron-clads of the enemy, preparing in their own waters, and abroad, it is to be greatly feared that the monitors will not be equal to the occasion. They can protect the inside stations, but they are not adapted for ocean work; and iron-clad vessels, that can cruise and keep the sea, are now absolutely needed. The want of such vessels will be more imperatively felt as the events of this war continue to develop themselves, and I feel myself greatly hampered at this moment, because the force under my command, so far as iron-clads are concerned, is composed of vessels whose necessities require them to be kept in smooth water.

But as I have already called the attention of the Department to this subject in a special dispatch, I need not dwell any further upon it at present.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 6th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C.:

SIR:—I have the honor to acknowledge the Department's dispatch of the 22d ultimo, inclosing an article from the Charleston Mercury, in which it is

stated that the guns of the Keokuk have been removed from the wreck and taken to Charleston.

I have no information on the subject other than is given in the enclosed slip, and which I had seen before, but I have very little doubt of its truth. The work, however, must have been done at night.

The Department has already been informed in my dispatch, No. 208, that I offered every facility to Chief Engineer Robie to blow up the Keokuk with the Ericsson raft; but that officer found it too dangerous to use.

Very respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 10th, 1863.

Commander G. W. RODGERS, U. S. S. Catskill, Senior Officer,
North Edisto:

SIR:—Enclosed are orders to Commander Downes. Please dispatch the Nahant with all haste. Information was received to-day, from deserters from Savannah, that the iron-clad Atlanta will probably attack, to-night, the Cimerone, at Wassaw, and subsequently the army forces at Ossebaw. Captain John Rodgers leaves here this afternoon, if possible.

The Prometheus will tow the Nahant directly to Wassaw. If the Prometheus is not able to tow the Nahant, you will order the Dandelion to tow her.

If it should so happen that the Nahant is not ready, you will please dispatch the first one that is ready for immediate use.

Respectfully,

S. F. DU PONT,

Rear Admiral,

Commanding South Atlantic Blockading Squadron.

P. S.—You will send Pilot Cook to Wassaw, on the Nahant.

S. F. D. P.,

Rear Admiral.

Flag Ship Wabash,

Port Royal Harbor, S. C., June 10th, 1863.

Commander J. DOWNES, United States Ship Nahant,
North Edisto :

SIR :— You will, on the receipt of this order, proceed at once with the Nahant, in tow of the Prometheus, to Wassaw, reporting on your arrival to Captain John Rodgers, senior officer present.

Information has been received that the rebel iron-clad Atlanta is about to attack our vessels there.

Respectfully,

S. F. DU PONT,

Rear-Admiral,

Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 10th, 1863.

Captain J. RODGERS, member of Court Martial:

SIR:—Your services being immediately required elsewhere, you will, on the receipt of this order, consider yourself relieved from duty on the court of which you are now a member.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 10th, 1863.

Captain JOHN RODGERS, United States Ship
Weehawken:

SIR:—A report has reached me, through deserters, that the iron-clad Atlanta will probably attempt to-night to attack the Cimerone.

You will therefore proceed at once with the Weehawken to Wassaw, and take charge of those waters.

Another iron-clad will be sent as soon as possible.

Respectfully,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 12th, 1863.

Commander D. AMMEN, United States
Ship Patapsco:

DEAR SIR:—A medical survey having pronounced you unfit for duty, you will take passage North on the United States transport Arago, and on your arrival report yourself to the Department by letter.

I cannot permit this occasion to pass without renewing the expression of my respect and confidence elicited by your long and arduous services in the squadron under my command, now dating back to October, 1861.

Your services in the *Seneca*, which vessel, by your skill and energy, kept her station through the memorable gale of that year, which the squadron encountered on its way to Port Royal; your share in the capture of the forts of this harbor, your judicious and energetic course in the North Edisto and St. John's Rivers, and, above all, your conduct when in command of the iron-clad *Patapsco* in the attack on Charleston, deserve especial commendation, and it gives me pleasure to refer to them.

I hope your health will soon be restored, that the service and your country may soon have further proofs of your devotion.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,

Commanding South Atlantic Blockading Squadron.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., June 12th, 1863.

Captain C. O. BOUTELLE, Assistant Coast Survey, United
States Steamer *Bibb*:

SIR:—I take pleasure in acknowledging your two communications of the 10th inst., one detailing the services of the United States Coast Survey steamer *Bibb*, in this squadron, and the other referring particularly to the lighting of the southeast channel into Port Royal harbor.

Your services have not only been of great value in the surveying of the different sounds on this coast, but you have at all times exhibited promptitude and earnestness in carrying out the instructions of the Superintendent of the Coast Survey, in aiding in every possible way my operations.

Since the Bibb rejoined this squadron, on the 27th of November last, you have surveyed the entrance to Georgetown harbor; have carried on surveys connected with the coal depot and wharf to be constructed at Bay Point; arranged the beacons for the lighting of the southeast channel of this port; visited, with Mr. A. Goodwin, light-house engineer, every harbor between St. Helena and St. Augustine; and aided and assisted him in carrying out his orders.

You also made important surveys on Charleston bar, in January last, and previous to the attack on the forts in April, in which attack your executive officer, Mr. Platt, acted as pilot to the Weehawken.

Since that time you have been engaged in buoying Ossebau bar, and in making a complete re-survey of the bar of Port Royal, and the channels entering it, marking by buoys the middle ground of the harbor, and other dangerous spots.

In a previous letter I have expressed my commendation of your conduct in seeking after and towing the army transport steamer Pilot Boy to this port; and I am pleased to hear that General Foster has, in a written communication, expressed his acknowledgment of your services in that case.

But apart and aside from the duties alluded to above, the Bibb has been employed constantly as a dispatch vessel, in conveying important orders connected with the naval operations in this squadron, where she

has been of essential use, particularly since the withdrawal of the *Water Witch*.

In closing our official intercourse, I deem it an act of simple duty to express to you my appreciation and thanks for the important services you have rendered your country, and the aid you have been to me as commander-in-chief of this squadron, while carrying out the duties of your own particular department.

I have ever found you prompt, zealous, intelligent, and obliging, and I shall always esteem it a privilege to bear testimony to the same.

I am very truly yours,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., June 13th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C.:

SIR:—I have the honor to acknowledge the receipt of the Department's dispatch, dated June 3d, 1863, informing me that the Department had concluded to relieve me of the command of the South Atlantic Blockading Squadron, and to order Rear Admiral Foote as my successor.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 13th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C.:

SIR:—Enclosed (marked No. 1) is a survey held on the United States surveying steamer Bibb, in consequence of which she has been ordered to New York for repairs.

I deem it proper to report to the Department that the Bibb, since she rejoined this squadron, in November last, has been engaged mostly in the performance of duties connected with the navy, in which Mr. Boutelle, who has command of the Bibb, has shown great promptitude and earnestness, and on all occasions has been of very essential service. I should frequently have been much embarrassed in communicating with the different stations of the squadron, after the breaking down of the Water Witch, had it not been for the Bibb.

As she proceeds North broken down in the service of the navy, I respectfully suggest that she be repaired at a navy yard, by the Government.

Respectfully your obedient servant,

S. F. DU PONT,
Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 14th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy:
Washington, D. C.:

SIR:—Lieutenant James P. Robertson, of this ship, having served on board of her since she went into commission, without a day's leave of absence, I have

given him permission to go North, for two weeks, in the *Arago*.

I desire to express my warm commendation of the faithful and efficient manner in which he has performed his duties as an officer attached to this ship, and during the various expeditions which have been fitted out from the *Wabash*.

His conduct during the engagement with the forts at Port Royal, when in charge of the quarter-deck division, came under my own immediate observation, and I was much pleased with his manly bearing and coolness in action.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,

Commanding South Atlantic Blockading Squadron.

Flag Ship *Wabash*,

Port Royal Harbor, S. C., June 17th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR:—Having reason to believe that the *Atlanta* and other rebel iron-clads at Savannah were about attempting to enter Wassaw Sound, by Wilmington river, for the purpose of attacking the blockading vessels there, and in the sounds further south, I dispatched, some days ago, the *Weehawken*, Captain John Rodgers, from this port, and the *Nahant*, Commander J. Downes, from North Edisto, to Wassaw, where the *Cimerone*, Commander Drake, was maintaining an inside blockade.

I have the satisfaction to report to the Department that this morning the *Atlanta* came down by

Wilmington river into Wassaw, and was captured. This information has just been received, in a telegram from Fort Pulaski, sent by Captain John Rodgers.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,

Port Royal Harbor, S. C., June 17th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C.:

SIR:—I have the honor to inform the Department that, since mailing my dispatch (No. 316) I have received further details of the capture of the Atlanta, sent through the kindness of Colonel Barton, by telegraph, from Fort Pulaski.

The Atlanta, Captain William Webb, came down this morning, via Wilmington river, to attack our vessels in Wassaw. She was accompanied by two wooden steamers, filled, it is said, with persons as spectators.

The Weehawken at once engaged her, firing, in all, five shots, three of which took effect, penetrating her armor, and killing or wounding the crews of two guns. Two out of three of the pilots were also badly wounded, and the pilot-house broken up; whereupon the vessel grounded, and immediately after surrendered. The Weehawken was not hit.

The armament of the Atlanta was two seven-inch and two six-inch Brooks guns. She is but slightly injured.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 19th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C.:

SIR:—I have the honor to forward, herewith (marked No. 1), the interesting report of Captain John Rodgers, of the capture of the Confederate iron-clad steamer Atlanta, better known as the Fingal, as well as the report to Captain Rodgers of Commander Downes, of the Nahant, who participated in the capture.

The Fingal, in a dense fog, ran the blockade of Savannah a few days after the Port Royal forts were taken, in November, 1861. She has been closely watched ever since; and, as in the case of the Nashville, the long and ceaseless vigilance of my officers have been rewarded. The Atlanta is now in Port Royal under the American flag, having, unaided, steamed into this harbor from Wassaw.

The Department will notice, in this event, how well Captain Rodgers has sustained his distinguished reputation, and added to the list of the brilliant services which he has rendered to his country during this rebellion.

It will be my duty to recapitulate these services, which have taken place during his connection with my command, in another communication.

Commander Downes, with his usual gallantry, moved as rapidly as possible towards the enemy, reserving his fire until he could get into close action, but lost the opportunity, from the brief nature of the engagement, of using his battery.

I have been told that the Confederate government considered the Atlanta as the most efficient of its iron-clads.

The officers and crew of the *Atlanta*, with the exception of the wounded and one of the surgeons, have been transferred to the United States ship *James Adger*, to be conveyed, at once, to Hampton Roads. A list is herewith enclosed (marked No. 3).

I cannot close this dispatch without calling the attention of the Department to the coolness and gallantry of Acting Master Benjamin N. Loring, especially recommended by Captain Rodgers. I trust that the Department will consider his services as worthy of consideration.

I forward herewith (marked 4, 5, and 6), the lists of the officers and crews of the *Weehawken*, *Nahant*, and *Cimerone*.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,

Commanding South Atlantic Blockading Squadron.

Flag Ship *Wabash*,
Port Royal Harbor, S. C., June 21st, 1863.

Captain JOHN RODGERS, United States Ship
Weehawken :

SIR:—I take great pleasure in acknowledging your official report of the capture of the rebel iron-clad steamer *Atlanta*, and congratulate you on having deprived the enemy of their most powerful vessel-of-war.

You will please express to your officers and men, if you have not already done so, my commendation of their gallant services on this, as on all other occasions.

I have specially called the attention of the Department to Acting Master Loring; and it is my purpose, before leaving, to write to the Secretary of the Navy my high appreciation of your valuable and gallant services since you have been under my command in this squadron.

Respectfully,

S. F. DU PONT,

Rear Admiral,

Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,

Port Royal Harbor, S. C., June 21st, 1863.

Commander JOHN DOWNES, United States Ship

Nahant:

SIR:—I had the pleasure of receiving the official reports of Captain John Rodgers and yourself, on the 19th inst., detailing the circumstances of the capture of the rebel iron-clad steamer Atlanta; which reports were at once forwarded to the Department, with my dispatches, by the James Adger.

Previous to receiving these communications I had no information other than that which was derived from short telegrams sent from Fort Pulaski. Your report enlightened me as to the position of the Nahant in the action; and, as might be anticipated from your well-known gallantry, your vessel was fast approaching the enemy to engage her at close quarters, when she suddenly surrendered.

Your determination to reserve your fire was, I think, a wise one; and I do not see that there is any cause of regret for having done so, as you were pursuing your foe, not awaiting her approach.

The capture of the Atlanta is a matter of great congratulation; and you will please express to your officers and crew my appreciation of their services on this, as on all other occasions since the Nahant has been in my squadron.

In my dispatch to the Department, in referring to the Nahant, I have thus expressed myself:

"Commander Downes, with his usual gallantry, moved as rapidly as possible towards the enemy, reserving his fire until he could get into close action; but lost the opportunity, from the brief nature of the engagement, of using his battery."

Very respectfully,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 25th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C.:

SIR:—The Department has been informed, in my previous dispatches, of the capture of the Confederate iron-clad steamer Atlanta.

On the 20th inst. I ordered a strict and careful survey to be made of her hull, armor, machinery, etc. (enclosed, marked No. 1); and I herewith submit the report made in pursuance thereof (marked No. 2), as well as a drawing made of the vessel by the Second Assistant Engineer, P. R. Voorhees, of this ship, and a pencil sketch by Mr. Xanthus Smith, Commander Corbin's clerk.

I also forward herewith a survey upon the paymaster's stores of the prize (marked No. 3), part of which, as the Department will perceive, is represented as

of good quality, and fit for issue in the storekeeper's department of this squadron; the rest of the stores are not considered suitable for that purpose, and it is recommended that they be sold. May I ask the Department to give special directions whether they may be disposed of here, if practicable, or whether they should be sent North.

Bancroft Library

I will forward by the next mail the report showing in detail the quantity and character of the ammunition found on board.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 29th, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR : — Drawings and descriptions of the Atlanta have been prepared and already forwarded to the Department. Inventories of all articles found on board have been made, and a board of competent officers, having no pecuniary interest in the capture, has been appointed to appraise the vessel, her equipment, etc., and their report will be forwarded to the Department.

Repairs have already been made, in part, and are still progressing; and enclosed is a requisition from the fleet engineer, Danby, for engineers, firemen, and coal heavers, for the prize. She is, at present, under the command of Acting Master Loring, of the Weehawken.

Two flags, taken on board, have been already put up and addressed to the Navy Department, the only trophies I have any knowledge of.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,

Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., June 29th, 1863.

Brigadier-General Q. A. GILMORE, Commanding Department
of the South:

GENERAL:—I have delayed, until the arrival of the Arago, to reply to your communication of the 26th inst., in reference to naval assistance and co-operation in proposed movements on your part.

As I expected, the Arago brings the information that I may look this week for my relief, Admiral Dahlgren, who will, doubtless, bring instructions from the Government in reference to the subject matter of your letter; while I am in entire ignorance of the same, having received neither orders nor intimations as to what was pending or intended, except that a large party of workmen, with their superintendents, have been sent with orders to strengthen the monitors in a most material manner, work which will take twelve weeks, by their estimates.

I have the pleasure to inform you that I have every expectation of getting an iron-clad, the Nantucket, across the Stono bar at the coming spring tides, in accordance with your request; and shall direct the senior officer of the four vessels in Stono

to give all support and co-operation possible to the army there.

In reference to operations off Charleston, you will at once perceive that such operations, once commenced, could not be discontinued; and I cannot, in justice to my successor, and in the absence of instructions, engage therein.

General, I trust I need not add how agreeable it would be to me to be associated with you again in operations on this coast, impressed as I was by your efficiency and success while attached to the expeditionary corps; impressions which have been much strengthened by your present energy and zeal.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,

Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,

Port Royal Harbor, S. C., July 1st, 1863.

Hon. GIDEON WELLES, Secretary of the Navy :

SIR:—I have the honor to report the following positions, on blockade, of the vessels of this squadron:

Off Morrill's Inlet, United States steamer Flambeau.

At Georgetown, United States steamer Conemaugh.

Off Bull's Bay, United States steamer South Carolina.

Off Charleston, United States steamers New Ironsides, Canandaigua, Powhatan, Flag, Augusta, Chippewa, Lodona, Marblehead, Ottawa, Huron, Wissahickon, Memphis, Dandelion, Norfolk Packet, and G. W. Blunt.

In Stono, United States steamers Pawnee, Nantucket, Commodore McDonough, and schooner C. P. Williams.

In North Edisto, United States steamers Catskill and Patapsco.

In St. Helena, United States bark Kingfisher.

In Wassaw, United States steamers Unadilla and Cimerone.

In Ossebaw, United States steamer Water Witch.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's, United States steamers Paul Jones, Wamsutta, Madgie, and bark Midnight.

In St. Andrew's, United States bark Braziliera.

At Fernandina, United States steamer Potomska.

In St. John's, United States steamers E. B. Hale and Norwich.

Off Mosquito, United States schooner Para.

In Port Royal, flag ship Wabash; store ships Vermont and Valparaiso; also, repairing and taking in stores, steamers Housatonic, Weehawken, Montauk, Nahant, Stettin, Oleander, tugs Daffodil, Pettit, Rescue, and Columbine.

As guard ship, at Port Royal, South Carolina, United States ship Mohawk.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., July 2d, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR : — Having received information from Commander Balch, of the Pawnee, senior officer present in Stono, obtained in part through deserters, that the rebels have a very large force of negroes engaged in deepening Wappoo Cut, in order to push their rams through into Stono River, and Brigadier General Gilmore being also anxious for his force, now on Folly Island, I sent Acting Masters Godfrey and Hafford, our two most experienced pilots, to sound Stono bar, and its approaches, with great care. The result was the discovery of a new channel, recently formed, shorter and straighter than the one heretofore used, and carrying over the bar, at the highest spring tides, fourteen feet.

I therefore ordered the United States iron-clad steamer Nantucket, Commander J. C. Beaumont, to cross the bar and enter Stono, which was safely accomplished on the 1st instant. The Nantucket was towed by the United States army transport Ben Deford.

Respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., July 3d, 1863.

Hon. GIDEON WELLES, Secretary of the Navy,
Washington, D. C. :

SIR :— I forward herewith (marked No. 1), the report of a board of survey appointed to appraise the value of the hull, machinery, ordnance, ordnance stores, provisions, and small arms and equipments of the prize iron-clad steamer Atlanta. The whole valuation amounts to \$350,829.25.

I also forward, herewith, an inventory of the ordnance and ordnance stores (marked No. 2), the survey on the provisions and small stores (marked No. 3), and the survey on the equipments and stores in the master's, boatswain's, sailmaker's, and carpenter's departments (marked No. 4).

I have also forwarded, by this mail, to the Department, the flags of the Atlanta, the muster rolls of that vessel and the Georgia, and log-books of the Atlanta.

Very respectfully your obedient servant,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

Flag Ship Wabash,
Port Royal Harbor, S. C., July 3d, 1863.

Commodore G. W. RODGERS, Catskill, Senior Officer,
North Edisto :

SIR :— You will please, with all dispatch, prepare the Catskill and Patapsco for immediate service.

Respectfully,

S. F. DU PONT,

Rear Admiral,
Commanding South Atlantic Blockading Squadron.

(Confidential).

Flag Ship Wabash,
Port Royal Harbor, S. C., July 3d, 1863.

Commodore T. TURNER, New Ironsides,
Off Charleston, S. C.:

SIR:—General Gilmore has applied to me for assistance on Morris Island. Though without instructions, and daily expecting Admiral Dahlgren to relieve me, I am desirous that the latter should find everything in as great a state of readiness as I can have them.

You will, therefore, keep the Ironsides, and such vessels as are suitable for this service, in a condition to move at any moment across the bar, taking what quantity of coal you may deem best for this purpose.

S. F. DU PONT,
Rear Admiral.

Flag Ship Wabash,
Port Royal Harbor, S. C., July 5th, 1863.

HON. GIDEON WELLES, Secretary of the Navy:

SIR:—As I was preparing to hand over, at an early hour in the morning, the command of the South Atlantic Blockading Squadron to Rear Admiral Dahlgren, in accordance with the orders of the Department, I received from the latter its communication of the 27th of June, the latest date which has reached me, referring to the guns of the Keokuk.

Having indulged the hope that my command, covering a period of twenty-one months afloat, had not been without results, I was not prepared for a con-

tinuance of that censure from the Department which has characterized its letters to me since the monitors failed to take Charleston.

I can only add now, that to an officer of my temperament, whose sole aim has been to do his whole duty, and who has passed through forty-seven years of service without a word of reproof, these censures of the Navy Department would be keenly felt, if I did not know they were wholly undeserved.

Very respectfully your obedient servant,

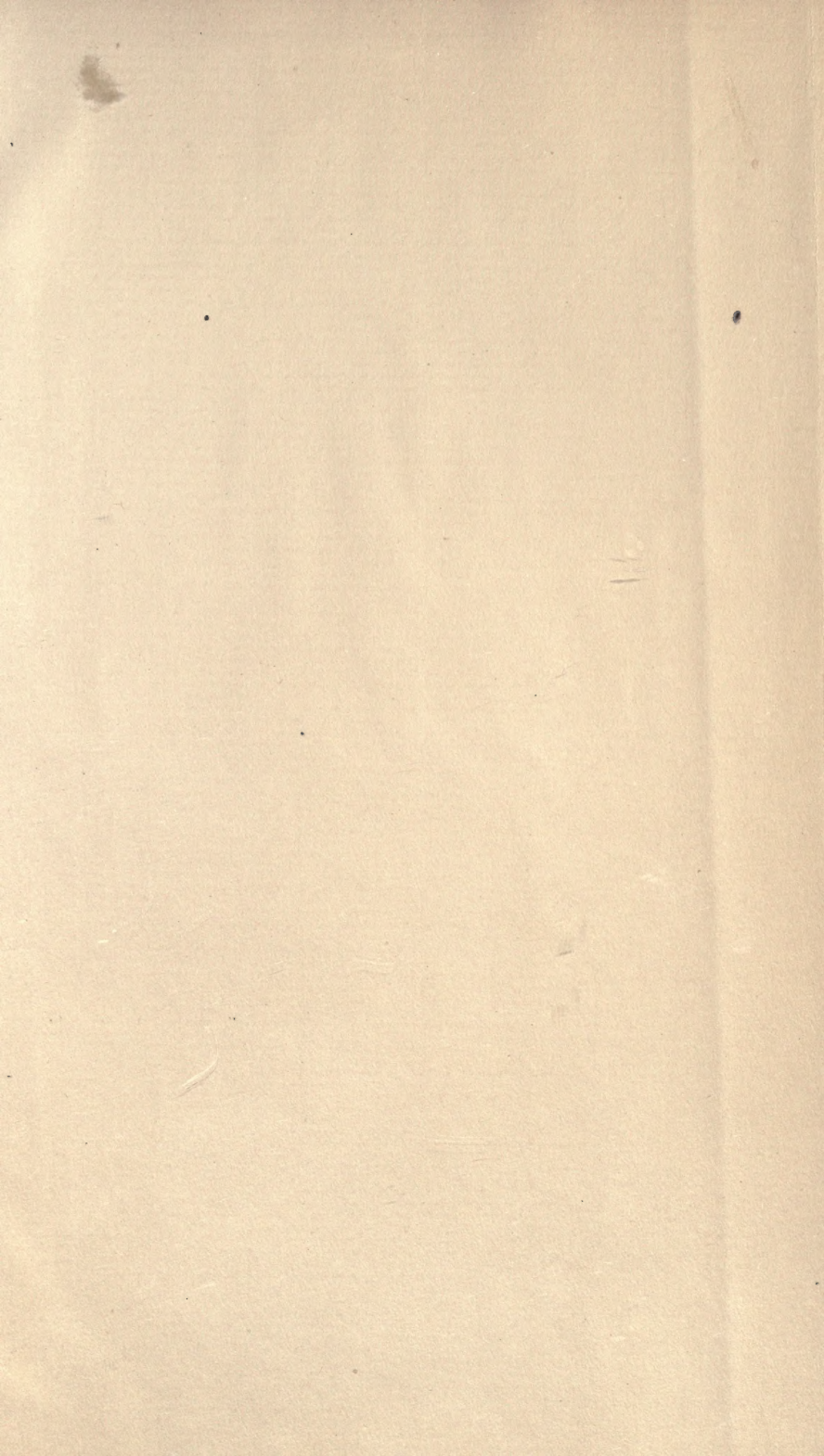
S. F. DU PONT.

INDEX.

- Adirondack, loss of the, pp. 290, 291, 292, 300, 301.
- America, rebel yacht, capture of, p. 150.
- Anglia, capture of the, pp. 332, 334.
- Annie Dees, capture of the, p. 364.
- Appointment to command of South Atlantic Blockading Squadron, p. 39.
- Aquila, capture of the, p. 252.
- Atlanta, capture of the, pp. 514 et seq.
- Baltimore American, false statements of, regarding attack on Charleston, pp. 464 et seq., 476.
- Beauregard, Gen. P. T., proclamation of, declaring blockade raised, pp. 408, 410, 412.
- Blockade, rigor of, pp. 79, 157 et seq., 166, 167; difficulty of maintaining the, pp. 286, 295, 406, 407, 426; necessity of iron-clad vessels for the, p. 493.
- Blockade of Mexican ports, p. 8 et seq.
- Blockading fleet, condition of, p. 227.
- Blockading instructions, p. 43.
- Brunswick, Georgia, occupation of, p. 129.
- Budd, Lieutenant T. A., death of, p. 132.
- Canandaigua, dispatch of the, to assistance of the Adirondack, p. 290.
- Catiline, capture of the, p. 209.
- Charleston, attack on, pp. 437 et seq., 449 et seq.; notes on the attack on, p. 448; reply to comments of Navy Department on the operations against, p. 458 et seq., 495 et seq.
- Condor, capture and burning of the, pp. 15, 16.
- Contrabands, surrender of, p. 219; colonies of, p. 363.
- Cumberland Sound, operations in, pp. 108 et seq.
- David Crockett, capture of the, p. 324.
- Defiance, capture of the, p. 310.
- Economist, escape of the, p. 212.
- Eliza, capture of the, p. 282.
- Emilie, alleged improper conduct of crews capturing the, pp. 271 et seq.

- Fanny, capture of the, p. 282.
- Fanny Laurie, capture of the, p. 307.
- Fernandina, occupation of, pp. 112 et seq.
- Fingal, Confederate steamer, entrance to Savannah, p. 72; capture of, pp. 514 et seq.
- Florida, coast of, operations on, pp. 122 et seq.
- Fort Clinch, capture of, p. 113.
- Fort McAllister, operations against, p. 424.
- Fort Pulaski, fall of, p. 153.
- Fulton, C. C., libelous letter of, pp. 464 et seq.
- Genesis Point, engagement with battery at, p. 375; operations against fort at, pp. 393, 416 et seq.
- Gladiator, rebel steamer, status of, p. 85.
- Governor Milton, capture of the, p. 344.
- Heywood, Lieutenant, relief of, pp. 23 et seq.
- Huston, rebel guerrilla, capture of, p. 196.
- Hutchinson's Island, outrage on, p. 202.
- Insubordination, p. 369.
- Iron-clads, building of rebel, pp. 325, 326; need of, for blockading, p. 493.
- Isaac Smith, U. S. ship, loss of battery, p. 49; capture of the, pp. 402 et seq.
- Keokuk, loss of the, p. 453; removal of guns of the, p. 506; attempt to blow up the, pp. 457, 461.
- Kidnapping of Creoles, pp. 349, 352.
- Light-houses, condition of, p. 143.
- Lodona, capture of the, pp. 248 et seq.
- Mary Stewart, capture of the, p. 208.
- Mason and Slidell, departure of, from Charleston, p. 43.
- Mather, Acting Master S. W., death of, p. 132.
- Mercedita, surrender of the, p. 399.
- Mercury, capture of the, p. 383.
- Minho, blockade-runner, p. 330.
- Miramon, capture of, p. 181.
- Monitors, defects of, pp. 394, 395, 416, 496.
- Morning Star, capture of, p. 214.
- Nashville, pursuit of rebel steamer, pp. 43, 211; destruction of, p. 419.
- Negroes, condition of, pp. 75, 83.
- Onward, memorial of crew of, p. 275.
- Oreto, piratical cruise of the, pp. 291, 293.
- Ouachita, capture of the, pp. 329, 353.
- Patras, English steamer, capture of, p. 174.
- Petrel, H. B. M. ship, presence of, in Charleston, p. 409.
- Planter, rebel steamer, brought out of Charleston, p. 168.
- Pocotaligo, expedition to, p. 336.
- Port Royal, capture of forts at, pp. 53, 56 et seq.
- Port Royal Ferry, operations at, pp. 90, 91.
- Quarantine, establishment of, pp. 264, 281.
- Raid on blockading fleet, pp. 398 et seq.

- St. John's, operations in the, p. 315 et seq.
- San Diego, occupation of, pp. 1 et seq.
- Sandwich Islands, visit of the Cyane to, pp. 19 et seq.
- San José, engagement at, pp. 26 et seq.
- Santee river, expedition up the, pp. 260, 261.
- Sarah, capture of the, p. 209.
- Saunders, Major Reid, capture of, p. 384.
- Savannah, harbor of, closed, p. 74.
- Scotia, capture of the, p. 331.
- Seabrook, escape of, p. 205; capture of, p. 230.
- Small, Robert, pilot of Planter, p. 169.
- South Atlantic Blockading Squadron, departure of, from Hampton Roads, p. 46; dispersion of, p. 49.
- Sproston, Lieutenant John G., death of, p. 196.
- Stono, occupation of, p. 181.
- Stono Inlet, seizure of, p. 222.
- Stimers, A. C., charges against, pp. 478 et seq.
- Sumter, capture of boat's crew of the, p. 242.
- Tropic, destruction of the, p. 392.
- "290," Laird gunboat, p. 293.
- Wabash, repairs of the, pp. 257, 258.
- Wassaw Inlet, fortifications at, abandoned, p. 80.
- Wave, capture of the, p. 348.
- Winyau Bay, occupation of, p. 179.



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